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ANNUAL REPORT

OF THE

RAILROAD COMMISSIONER

OF MINNESOTA,

FOR THE YEAR ENDING JUNE 30, 1879.

TO THE GOVERNOR.

SAINT PAUL:
THE PIONEER PRESS COMPANY.
1880.

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ERRATA.

Page 67, 15th line, for "Asssets," read "Assets."
Page 112, 31st line, for "2,652," read "2,656."
Page 113, under Gross Earnings, for "$45,316.64," read "$45,316.68."
Page 122, for title "St. Paul & Pacific and Red River & Manitoba," read "C. St. Paul & Pacific and Red River & Manitoba".....
Page 124. In second column omit the words "Crookston to Grand Forks" of 26th line; read 38th line, "Red River Valley, from Crookston to Grand Forks."

REPORT.

OFFICE OF STATE RAILROAD COMMISSIONER,
ST. PAUL, January 1, 1880.

His Excellency John S. Pillsbury, Governor:

SIR:—I have the honor to submit the ninth annual report of the condition and operations of the railroads of Minnesota, being for the year ending June 30, 1879. Information in regard to construction of new road is brought down to the close of the year 1879; the gratifying fact is shown that 436.54 miles were added during the year. This is a greater extent than in any one year before, except 1871 when 458 miles were constructed. The total length of railroads in the state at this date, is 2,986.04 miles; (or if the 24 miles of road common to the Northern Pacific and St. P. & Duluth from Duluth to N. P. junction be reckoned for each, as it is in the respective reports of those companies, the total is 3,010.04 miles.)

The multiplication of railroads is the great need of our industrial economy. We have a wide territory, with bulky products, far from the great markets. I believe that our present laws and their administration in regard to railroads, have tended to promote railroad development. Minnesota was the first state to resume railroad construction after the financial revulsion of 1873. In 1878 we opened more miles of new road than any other state. In 1879 we surpassed our record of 1878 by about 25 per cent.; (but did not lead all other states as in 1878—Iowa and Kansas exceeding us by a few miles in 1879.)

The new construction of 1879 is as follows:

St. Paul, Minneapolis and Manitoba Co., from Alexandria to Barnesville, 77.95 miles; same company from Fisher's Landing to Grand Forks, 14.56; St. Paul and Sioux City, branch from Lake Crystal to Blue Earth City, 34; Worthington and Sioux Falls Co., from Luverne to Iowa line, 10; Minnesota and Black Hills Co., Heron Lake to Woodstock, Pipe Stone county, 44; St. Paul and Duluth Co., N. P. Junction to Knife Falls, 6; Southern Minn. Extension Co., Jackson to Dakota line, 86.75; Chicago and

Dakota, from Tracy to Dakota line, 46.38; Caledonia and Mississippi Co., Caledonia to Junction of C. C. Dubuque & M. R. R., 14; Cal. Miss. & Western, Caledonia to Preston, 43.50; Minneapolis and St. Louis Co., Albert Lea to Iowa line, 13.50; Hastings and Dakota, Montevideo to Ortonville, 45.90. Total, 436.54 miles.

The reorganization of the St. Paul and Pacific Co., as the St. Paul, Minneapolis and Manitoba Railway Co., has been completed within the year past, and has now in operation 657.03 miles.

The St. Paul and Sioux City has since June 30, 1879, reorganized and consolidated in one company the several lines heretofore owned or operated in connection with it, making now 341.80 miles within this state, and nearly 200 miles additional outside of Minnesota.

BUSINESS OF THE YEAR.

The business of the several railroads for the year ending June 30, 1879, shows the following results, viz:

Miles of road operated, average for the year		2,566.84
Freight carried, number of tons		2,893,940
Passengers, number carried		1.809,380
Passenger mileage, or number carried 1 mile		61,918,633
Passenger mileage per mile of road operated, average		24,504
Number of miles traveled by each passenger, average		34.22
Gross earnings, from freight	$5,430,379 93	
Gross earnings from passengers	2,074,918 80	
Gross earnings from miscellaneous sources	542,536 13	
Total gross earnings		$8,047,834 86
Gross earnings per mile of road operated, average		$3,135 31
Operating expenses		$5,106,422 23
Operating expenses per mile of road operated, average		$1,989.38
Operating expenses, per cent. of gross earnings		63.45
Net earnings		$2,941,412 63
Net earnings per mile of road operated, average		$1,145 92
Net earnings, per cent. of gross earnings		36.55

The foregoing aggregate of "freight carried" is intended to represent the whole tonnage carried in Minnesota by all the roads, except freight received at C., M. & St. P. stations in this state from points in other states, a class of freight never yet included in the tonnage or commodity statements of the C., M. & St. P. division reports, but only in "freight received" of their "Business and Receipts" tables. A special report for the current year shows this item to be, for the River division 155,355 tons, I. & M.

division 79,100 tons, H. & D. division, 44,771 tons, and Wabasha division 529 tons, total 274,755 tons, which, if added to the foregoing, would increase the year's tonnage to 3,168,695 tons.

It is to be regretted that it has not yet been possible to obtain the tonnage mileage, as it has the passenger mileage, in this state of all the roads, a form of transportation statistics showing most accurately the services performed by our railroads as common carriers.

A comparison of gross earnings with the amounts charged to operating expenses shows a surplus, or net earnings, for all roads except the Winona & St. Peter and branches. This road expended very large amounts for steel rail, and about $25,000 for putting its road in Dakota in condition, charging both amounts to operating expenses. Owing to the insignificance of the business of the west end of the road till last spring, Dakota was not separated from Minnesota in the past year's accounts of the company. Indeed, the cost of operating our railroads will not be accurately shown by the reports of companies, until a law shall have been passed, requiring a reasonable degree of uniformity in keeping railroad accounts, making stated rules applicable alike to all roads in their record and calculation of business, revenue, outlays and liabilities.

Compared with the last preceding year, ending June 30, 1878, the gross earnings for 1879 show an increase of $617,222.58 in the aggregate, but a decrease per mile operated of $308.59, amounting for 2,566.84 miles to a comparative decrease of $792,101.15 for all the roads. This result is attributable mainly to the light crops of 1878, particularly in the southern part of the state, whose main lines, excepting the C., M. & St. P. River division, show a very marked decrease of business. The following is a comparative exhibit of the tariff earnings in this state of the roads for 1879 and 1878, the first group being roads of equal mileage in both years earning more, and the second those of the same class earning less in 1879 than in 1878; while the third group embraces roads operating a greater length in the last than in the preceding year:

	Freight Earnings.		Passenger Earnings.		Miles operated.	
	1879.	**1878.**	**1879.**	**1878.**	**1879.**	**1878.**
River Division.....	$522,323 28	$492,244 22	$312,908 70	$295.594 47	130 47	130 47
St. Paul & S. C.....	468,796 72	461.692 95	126,861 72	113,711 09	121 27	121 27
St. P. & P. Main L..	723,079 78	362,374 10	244,527 83	188,497 64	207 00	207 00
St. P. & P. B. L....	307,541 66	188,689 61	135,462 25	121,834 27	75 75	75 75
C., St. P. & Ms.....	84,934 10	51,213 58	31,962 18	28,109 98	23 70	23 70
	$2,106,675 54	$1,556,214 46	$851,722 68	$747,747 45	558 19	558 19

	Freight Earnings.		Passenger Earnings.		Miles operated.	
	1879.	1878.	1879.	1878.	1879.	1878.
S. C. & Saint Paul..	$111,304 31	$129.723 98	$40,733 71	$38,805 09	66 25	66 25
I. & M. Division...	293.939 00	605,676 66	179,501 83	186,848 02	147 52	147 52
St. P. & Duluth....	372,183 67	408,057 42	79.921 19	86,667 67	169 00	169 00
St. P. St. & T. F...	38,089 31	42,094 38	29,021 78	26.601 25	23 80	23 80
Central.....	32,974 14	41.408 24	9.239 25	11,765 65	40 00	40 00
C. C. D. & M.....	12,748 96	17.522 15	11,066 69	11.014 54	24 90	24 90
B. C. R. & N.....	29,680 07	38,781 50	6,988 62	9,600 00	12 56	12 56
	$890.919 46	$1,283.264 33	$356.473 07	$371,302 22	484 03	484 03
W. & S. F.....	$45,687 91	$66,581 53	$18,921 71	$15,848 06	42 53	35 00
H. & D. Division...	164.396 70	48,322 59	42,619 21	29.202 23	135 94	75 00
Wabasha Division..	45,316 68	.....	7,060 64	.....	59 00	.....
St. Vincent Ext....	259,013 87	107,438 06	121,260 07	65,879 03	251 00	144 00
Northern Pacific....	701.969 03	550,445 26	238,383 11	194,650 29	328 00	293 50
M. & St. L.....	294,688 64	296,872 66	82,346 15	57,187 52	123 00	108 14
Southern Minn.....	409,258 34	704,024 41	96,126 70	119,515 35	197 50	167 50
W. & St. P.....	512,453 96	556,998 63	260,005 46	254,101 60	387 65	292 25
	$2,432,784 93	$2,330,683 14	$866,723 05	$736,384 08	1,524 62	1,115 39
Totals.....	$5.430,379 93	$5,170,161 93	$2,074,918 80	$1,855,433 75	2,566 84	2,157 61

Of the stated freight and passenger earnings of the N. P. R. R. for 1879, respectively $27,465.48 and $3,364.23 represent free transportation on account of construction in Dakota, the money not being received by the company, but nevertheless debited to earnings account.

The business in this state of our railroads for the six years embraced in the present series of reports, beginning July 1, 1873, and ending June 30, 1879, is as follows:

Year.	FREIGHT.	PASSENGERS.		GROSS EARNINGS.		*Av. Length operated.*
	Tons.	*Number.*	*Mileage.*	*Total.*	*Per mile.*	
1879	2,893,940	1,809,380	61,918,633	$8,047,834 86	$3,135 31	2,566.84
1878	2,655,113	1,590,649	51,632,799	7,430,611 28	3,443 90	2,157.61
1877	1,826,049	1,204,423	37,579,076	5,408,089 10	2,727 18	1,983.01
1876	2,000,568	1,169,072	36,059,986	6,000,967 81	3,166 30	1,895.26
1875	1,350,177	946,218	34,490,623	4,952,152 99	2,629 56	1,883.26
1874	1,727,897	958,506	34,410,432	6,194,669 18	3,338 97	1,855.26
Average	2,075,624	1,279,708	42,681,924	$6,339,045 87	$3,107 83	2,039.70

	OPERATING EXPENSES.			NET EARNINGS.	
	Total.	*Pr. m. operated.*	*Pr. ct. gr's earn'gs.*	*Total*	*Pr. m. operated.*
1879	$5,106.422 23	$1,989 38	63.45	$2.941.412 63	$1,145 92
1878	4,491,047 97	2,081 49	60.44	2,939,563 31	1,362 41
1877	3,865,503 05	1,949 31	71.47	1.542,536 05	777 87
1876	4,182,137 37	2,206 62	69.69	1,818,830 44	957 67
1875	3,951,480 01	2,098 21	79.79	1,000,672 98	531 35
1874	4,299,868 67	2,317 66	69.41	1,894,800 51	1,021 31
Average	$4,316,076 55	$2,116 03	68.08	$2.022,969 32	$991 79

In connection with the foregoing, a statement of the gross earnings of the several roads for the calendar year beginning January 1st and ending December 31st, and the amount of state tax paid thereon, as gathered from the books of the State Treasury, for all years, is here appended:

Year.	Gross Earnings.	Tax.	Year.	Gross Earnings.	Tax.
1864.....	$151,671 34	$ 4.550 14	1872.....	$4.846,717 80	$ 91,280 83
1865.....	407,821 84	4,078 21	1873.....	5,696,481 20	108,779 65
1866.....	937.356 07	9.373 55	1874.....	5,555,318 27	110,571 36
1867.....	1,281,454 95	14,226 19	1875.....	5,457,955 81	138,313 79
1868.....	1.899.229 56	30.593 66	1876.....	5,816,287 94	145,835 45
1869.....	2,494,917 60	44,934 66	1877.....	6,085.212 49	150,150 97
1870.....	2.968,355 01	56,454 18	1878.....	7,524,930 12	200,171 12
1871.....	3,524,823 69	67,032 07			
			Totals....	$54,648,733 69	$1,176,345 83

The returns for the year ending December 31, 1879, are not due until February 20, 1880, except from roads paying semi-annually.

Railroad Lands.—The acreage disposed of by sale or contract by railroad companies during the year ending December 31, 1878, is very much larger than reported for any former year, while the returns for the succeeding six months show a considerable falling off. The reports for the last five and one half years, beginning January 1, 1874, and ending June 30, 1879, give the following totals, viz.:

Year.	Acres.	Receipts.	Year.	Acres.	Receipts.
1879 (half year)	176,843	$ 558,189	1876	325,443	$2,155,224
1878	533,661	2,487,950	1875	179,261	1,317,797
1877	242,487	1,309,374	1874	186,025	1,402,595
Receipts from lands in 5½ years					$9,231,129
Average receipts per year					$1,678,387

Of the foregoing, 40 per cent. of the acreage and more than 51 per cent. of the receipts of the last three and a half years were from the grants of the St. P. & P. roads; 58 per cent. of the acreage of 1874 were N. P. lands, yielding a corresponding proportion of the receipts of that year.

Of the lands granted by Congress and by the state in aid of the construction of railroads, the companies had received, up to June 30, 1879, 9,343,102 acres, of which 2,677,216 acres were disposed of, leaving 6,665,886 acres, less amount used for roadway and depot grounds, subject to purchase by settlers.

Accidents.—In the following summary of accidents, the columns numbered 1 show accidents from causes beyond the person's control, and columns 2 accidents from his own want of caution; killed in columns K; injured in I.

NAME OF ROAD.	PASSENGERS.			EMPLOYEES.				OTHERS.		Total.
	1	2		1		2		2		
	I	K.	I	K	I	K	I	K	I	
C. M. & St. P.—R. Div.	....	....	2	....	3	2	10	2	2	21
C. M. & St. P.—I. & M. Div	....	....	....	....	....	....	12	5	3	20
C. M. & St. P.—H. & D. Div.	....	....	....	....	....	2	4	....	1	7
St. Paul & Sioux City	....	....	....	....	1	....	....	2	2	5
Sioux City & St. Paul	....	....	....	....	1	....	3	....	1	5
Worthington & S. F.	....	....	1	....	....	....	1	1	....	3
St. P. & P.—M. L.	....	2	....	....	....	1	....	....	....	3
St. P. & P.—B. L	....	....	....	....	....	....	....	3	....	3
Northern Pacific	2	....	....	....	....	....	1	....	....	3
St. Paul & Duluth	....	....	....	....	....	....	2	....	1	3
Ch. St. P. & Ms.	....	....	....	....	....	....	....	....	1	1
Minneapolis & St. L	....	....	....	....	....	....	11	1	....	12
Winona & St. Peter	1	1	....	....	2	....	9	....	1	14
Southern Minnesota	....	....	....	....	....	1	3	1	....	5
Total	3	3	3	....	7	6	56	15	12	105

Being 3 passengers, 6 employees and 15 others killed; and 6 passengers, 63 employees and 12 others injured, a total of 105

accidents to persons reported. The following table gives the number from each of the various causes reported by companies:

CAUSE.	PASSENGERS.		EMPLOYEES.		OTHERS.		Total.
	K	I	K	I	K	I	
Coupling	.....	.....	1	30	.....	.....	31
On track, walking, etc	.....	.....	1	1	10	9	21
Fell from train	3	.....	1	9	.....	1	14
Boarding train	.....	1	1	1	2	2	7
Loading or unloading	.....	.....	.....	7	.....	.....	7
Train accident	.....	3	.....	2	.....	.....	5
Jumping from train	.....	2	.....	2	.....	.....	4
Fell from hand car	.....	.....	.....	4	.....	.....	4
Caught between cars	.....	.....	.....	.....	2	.....	2
Switching	.....	.....	.....	2	.....	.....	2
Caught foot in frog	.....	.....	.....	1	.....	.....	1
Climbing up freight car and struck by water spout	.....	.....	.....	1	.....	.....	1
Hand car accident	.....	.....	.....	1	.....	.....	1
Fell from bridge	.....	.....	1	.....	.....	.....	1
Stealing a ride	.....	.....	.....	.....	1	.....	1
Laborers at work	.....	.....	.....	2	.....	.....	2
Unknown (conductor)	.....	.....	1	.....	.....	.....	1
Total	3	6	6	63	15	12	105

A description of each accident will be found under the head of accidents in the company reports. "Fell from the train" is the reported cause of all the three passengers killed, two of whom are reported to have been intoxicated. Compared with the passenger mileage, it equals 1 killed to every 20,639,544 miles traveled, while the number of passengers injured equals 1 to every 10,319,772 miles traveled. Nearly one-third of all the accidents were to brakemen in the act of coupling cars, indicating serious defects in the arrangements for coupling.

Stock and Debt.—The information that the Commissioner has been able to gather on this subject, does not accurately represent the financial condition of the roads on June 30, 1879.

The statement of stock includes the whole amount outstanding of stock issued, which for some roads is larger than the amount of paid up stock. The statement of debt is incomplete with regard to roads that at the date of the report were in process of construction, as the Southern Minnesota, the Hastings and Dakota and the St. Vincent Extension line of the St. Paul and Pacific, the last named road being in the hands of a receiver who could furnish no information at all except as to a small liability incurred by himself for new construction.

WM. R. MARSHALL,
Railroad Commissioner.

The Railroads of Minnesota, with termini and lengths in this State on June 30, and on December 31, 1879.

		June 30, 1879.			December 31, 1879.	
		From.	*To.*	*Miles.*	*To.*	*Miles*
Chicago, Milwaukee and St. Paul Railway.	River Division	La Crescent	St. Paul	130.47	St. Paul	130.47
	Iowa & Minnesota Division	Minneapolis	Iowa Line (LeRoy)	130.54	Iowa Line (LeRoy)	130.54
	Iowa & Minnesota Division	St. Paul Junction	St. Paul	5.61	St. Paul	5.61
	Iowa & Minnesota Division	Austin	Iowa Line (Lyle)	11.37	Iowa Line (Lyle)	11.37
	Hasting & Dakota Division	Hastings	Montevideo	156.54	Ortonville	202.44
	Wabasha Division	Wabasha	Zumbrota	59.00	Zumbrota	59.00
St. Paul and Sioux City Railroad.	St. Paul & Sioux City	St. Paul	St. James	121.27	St. James	121.27
	Sioux City & St. Paul	St. James	Iowa Line	66.25	Iowa Line	66.25
	Worthington & Sioux Falls	Near Worthington	Dakota Line	42.53	Dakota Line	42.53
	Blue Earth City Branch	Lake Crystal	.....	.....	Blue Earth City	34.00
	Rock River Branch	Luverne	.....	.....	Iowa Line	10.00
	Minnesota & Black Hills	Heron Lake	.....	.....	Woodstock	44.00
	St. Paul, Stillwater & Taylors Falls	St. Paul	Stillwater	17.55	Stillwater	17.55
	St. Paul, Stillwater & Taylors Falls	Stillwater Junction	Lake St. Croix	3.25	Lake St. Croix	3.25
	St. Paul, Stillwater & Taylors Falls	Stillwater	South Stillwater	3.00	South Stillwater	3.00
St. Paul, Minneapolis and Manitoba Railway.	Main Line	Minneapolis Junction	Breckenridge	207.10	Breckenridge	207.10
	Branch Line	St. Paul	Sauk Rapids	75.75	Sauk Rapids	75.75
	St. Vincent Extension	East St. Cloud	St. Vincent and N. Boundary	241.67	St. Vincent and N. Boundary	319.62
	Red River & Manitoba	Breckenridge	Barnesville	30.00	Barnesville	30.00
	Red River Valley	Crookston Junction	Fishers Landing	10.00	Grand Forks	24.56
St. Paul and Duluth R. R.	St. Paul & Duluth	St. Paul	Duluth	156.00	Duluth	156.00
	Stillwater & St. Paul	White Bear	Stillwater	13.00	Stillwater	13.00
	Knife Falls Branch	Northern Pacific Junc.	.....	.....	Knife Falls	6.00
Northern Pacific R. R.	Northern Pacific	Northern Pacific Junc.	Moorhead	229.50	Moorhead	229.50
	Western, or Brainerd Branch	Sauk Rapids	Brainerd	60.50	Brainerd	60.50
Minneapolis & St. Louis Ry.	Minneapolis & St. Louis	Minneapolis	Albert Lea	108.00	Albert Lea	108.00
	Minneapolis & Duluth	Minneapolis	White Bear	15.00	White Bear	15.00
	Branch	Albert Lea	.....	.....	Iowa Line	18.50
Winona and St. Peter Railroad.	Winona & St. Peter	Winona	Dakota Line	288.50	Dakota Line	288.50
	Winona, Mankato & New Ulm	Mankato Junction	Mankato	3.75	Mankato	3.75
	Plainview	Plainview Junction	Plainview	15.01	Plainview	15.01
	Chatfield	Chatfield Junction	Chatfield	11.46	Chatfield	11.46
	Rochester & Northern Minnesota	Rochester	Zumbrota	24.48	Zumbrota	24.48
	Minnesota Valley	Sleepy Eye	Redwood Falls	24.40	Redwood Falls	24.40
	Chicago & Dakota	Tracy	.....	.....	Dakota Line	46.38
Southern Minnesota		Grand Crossing	Jackson	210.50	Dakota Line	297.25
Central Railroad of Minnesota		Mankato	Wells	40.00	Wells	40.00
Burlington, Cedar Rapids & Northern		Iowa Line	Albert Lea	12.50	Albert Lea	12.50
Chicago, Clinton, Dubuque & Minnesota.	Chicago, Clinton, Dubuque & Minnesota	Iowa Line	La Crescent	25.00	La Crescent	25.00
	Caledonia & Mississippi	C. C. D & M. Junction	.....	.....	Caledonia	14.00
	Caledonia, Mississippi & Western	Caledonia	.....	.....	Preston	43.50
Total number of miles		.....	.....	2,549.50	.....	2,986.04

Stock and Debt Statement for the Year Ending June 30, 1879.

	STOCK.				BONDED AND FLOTING DEBT.				Minnesota Portion of Stock and Debt.	
	Common.	*Preferred.*	*Total.*	*Minn. Pro.*	*Bonds.*	*Floating D.*	*Total.*	*Minn Pro*	*Total.*	*Per Mile.*
Ch. Milw. & St. P.—River Div				$2,235,333				$2,670,612	$4,905,945	$37,738
" " " I. & M. Div.	$15,404,261	$12,279,483	$27,683,744	2,527,646	33,074,500	.....	$33,074,500	3,019,846	5,547,492	37,738
" " " H. & D. Div				1,272,421				1,520,194	2,792,615	37,738
Hastings & Dakota†	98,263	1,500,000	1,598,263	1,598,263	1,755,000	.....	1,755,000	1,755,000	3,353,263	26,179
Minnesota Midland	360,000	.....	360,000	360,000	360,000	.....	360,000	360,000	720,000	12,000
St. Paul & Sioux City	2,400,000	2,071,354	4,471,354	4,471,354	49,000	587,135	636,135	636,135	5,107,489	41,865
Sioux City & St. Paul	2,800,000	.....	2,800,000	1,260,000	2,634,240	46,524	2,680,764	1,206,343	2,466,343	36,711
Worthington & Sioux Falls	60,900	.....	60,900	44,146	800,000	.....	800,000	580,000	624,146	14,761
St. Paul & Duluth	3,960,764	5,137,101	9,097,865	9,097,865	No debt exc	cur. lia. cov.	by bills rec.	and mat'l.	9,097,866	58,319
Stillwater & St. Paul	400,000	.....	400,000	400,000	377,000	.....	377,000	377,000	777,000	59,769
St. Paul & Pacific—Main Line	5,000,000	.....	5,000,000	5,000,000	8,440,000	.....	8,440,000	8,440,000	13,440,000	65,441
" " Branch Line	1,468,600	.....	1,468,600	1,468,600	3,612,000	.....	3,612,000	3,612,000	5,080,000	
" " St. Vincent Ex	Receiver	has no infor	mation.		800,000	unsettled.	800,000	800,000	‡800,000	.....
Northern Pacific	49,000,000	51,000,000	100,000,000	10,155,555	.....	385,352	385,352	156,400	10,311,955	45,129
Western	100,100	.....	100,100	100,100	600,000	.....	600,000	600,000	700,100	11,571
St. Paul, Stillwater & Taylor's Falls	207,690	349,403	557,093	557,093	400,300	56,173	456,473	456,473	1,013,566	42,580
Minneapolis & St. Louis	2,000,000	.....	2,000,000	2,000,000	1,405,000	384,096	1,789,096	1,789,096	3,789,096	35,084
Minneapolis & Duluth	168,000	.....	168,000	168,000	280,000	.....	280,000	280,000	448,000	29,200
Burl. Cedar Rapids & Northern*	None appli	cable to Mi	nnesota.		150,000	45,679	195,679	195,679	195,679	15,634
Ch. Cl. Dubuque & Minn	6,156,600	.....	6,156,600	770,205	.....	400,000	400,000	.....	770,205	30,936
Southern Minnesota	1,784,200	.....	1,784,200	1,784,200	4,639,900	.....	4,639,900	4,639,900	6,424,100	38,352
" " Extension	150,000	.....	150,000	150,000	R'y in proc.	of const'n;	acc'nts not	closed.	150,000	.....
Central	269,100	318,200	587,300	587,300	600,000	25,000	625,000	625,000	1,212,300	30,303
Winona & St. Peter	400,000	.....	400,000	352,904	8,706,800	1,475,415	10,182,215	8,983,392	9,336,296	32,361
Winona, Mankato & New Ulm	100,000	.....	100,000	100,000	.....	72,559	72,559	72,559	172,559	46,015
Minnesota Valley	300,000	.....	300,000	300,000	150,000	.....	150,000	150,000	450,000	18,442
Rochester & Northern	300,000	.....	300,000	300,000	200,000	25,306	225,306	225,306	525,306	21,458
Plainview	125,200	.....	125,200	125,200	100,000	.....	100,000	100,000	225,200	15,008
Chatfield	30,000	.....	30,000	30,000	.....	55,242	55,242	55,242	85,242	7,488
Total	$93,043,678	$72,655,541	$165,699,219	$47,215,586	$69,133,740	$3,558,481	$72,692,221	$43,306,177	$90,521,763	

* Statement only for Minnesota. † Condition on December 13, 1879. ‡ For new construction.

Earnings and Operating Expenses in Minnesota for the Year Ending June 30, 1879.

	GROSS EARNINGS BY CLASS AND PER MILE OPERATED.					OPERATING EXPENSES.			NET EARNINGS.		Miles Operated.
	Freight.	*Passengers.*	*Miscel.*	*Total.*	*Per Mile.*	*Total.*	*Per Mile.*	*Pr. Ct*	*Total.*	*Per Mile*	
C. M. & St. P., River Div....	$522,323 28	$312,908 70	$61,665 51	$896,897 49	$6,899 21	$505,517 13	$3,888 59	56.3	$391,380 36	$3,010 62	130.47
" " I. & M. Div...	293,939 00	179,501 83	26,152 94	499,593 77	3,398 60	406,381 15	2,764 50	81.3	93,212 62	634 10	147.52
" " H. & D. Div...	164,396 70	42,619 21	12,656 41	219,672 32	1,615 95	142,925 52	1,050 65	65.0	76,746 80	564 56	135.94†
" " Wabasha Div.	45,316 68	7,060 64	86 51	52,463 83	889 22	50,962 30	863 77	97.0	1,501 53	25 45	59.00
St. Paul & Sioux City	468,796 72	126,861 72	23,955 57	619,614 01	5,078 80	376,570 29	3,086 64	60.7	243,043 72	1,992 16	121.27
Sioux City & St. Paul	111,304 31	40,733 71	12,506 10	164,544 12	2,470 63	124,889 28	1,875 21	76.0	39,654 84	595 42	66.25
Worthington & Sioux Falls..	45,687 71	18,921 71	3,683 16	68,292 58	1,596 55	36,229 91	848 99	53.0	32,062 67	747 56	42.53
St. Paul & Pacific, Main L ..	723,079 78	244,527 83	58,634 76	1,026,242 37	4,957 69	507,204 62	2,450 26	49.4	519,037 75	2,507 43	207.00
" " Branch L	307,541 66	135,462 25	45,666 62	488,670 53	6,429 88	225,991 08	2,973 57	46.3	262,679 45	3,456 31	75.75
" " St. Vincent ext..	259,013 87	121,260 07	114,759 72	495,033 66	1,972 24	270,270 33	1,076 77	54.6	224,763 33	895 47	251.00†
Northern Pacific.....	701,969 03	238,383 11	37,136 27	‡977,488 41	2,980 15	490,366 29	1,495 02	50.1	487,122 12	1,485 13	328.00†
St. Paul & Duluth.....	372,183 67	79,921 19	17,311 38	469,416 24	2,777 61	355,702 93	2,104 75	76.0	113,713 31	672 86	169.00
St. Paul, Stillw. & T. F	38,089 31	29,021 78	43,740 30	110,851 39	4,657 62	45,164 03	1,897 64	40.7	65,687 36	2,759 98	23.80
Chicago, St. Paul & Ms.....	84,934 10	31,962 18	3,863 34	120,859 62	5,095 84	71,698 29	3,025 24	59.3	49,061 33	2,070 09	23.70
Minneapolis & St. Louis.....	294,688 64	82,346 15	16,614 23	393,649 02	3,200 40	249,266 58	2,026 56	63.3	144,382 44	1,173 84	123.00
Winona & St. Peter.....	512,453 96	260,005 46	30,983 03	803,442 45	2,072 60	901,813 22	2,326 36	112.2	—98,370 77	—253 76	387.65†
Southern Minnesota.....	409,258 34	96,126 70	29,041 16	534,426 20	2,705 95	272,422 12	1,379 35	51.0	262,004 08	1,326 60	197.50†
Central	32,974 14	9,239 25	2,257 29	44,470 68	1,111 64	25,040 75	626 01	56.0	19,429 93	485 75	40.00
Ch. Cl. Dubuque & Minn	12,748 96	11,066 69	1,821 83	25,637 48	.....	*20,843 54	.....	.....	*4,793 94	.....	24.90
Burl. Cedar Rapids & North .	29,680 07	6,988 62	.....	36,668 69	.....	*27,162 87	.....	.....	*9,505 82	.....	12.56
Totals	$5,430,379 93	$2,074,918 80	$542,536 13	$8,047,834 86	$3,135 31	$5,106,422 23	$1,989 38	63.45	$2,941,412 63	$1,145 92	2,566.84

* Estimated. †Average for the year. ‡ Includes $30,829.71 of only nominal earnings.

Railroad Train Mileage and Passengers Carried in Minnesota for the Year ending June 30, 1879.

	MILES RUN BY PASSENGER AND FREIGHT TRAINS.			EMPTY FREIGHT CARS.	NO. AND MILEAGE OF PASSENGERS.			AVERAGE RATES.*			
					Passengers.	Mileage.		Passengers.		Freight.	
	Passenger.	*Freight.*	*Total.*	*Mileage.*	*Number.*	*Total.*	*Average.*	*Through.*	*Local.*	*Through.*	*Local.*
C. M. & St. Paul, River Division...	188,755	330,541	519,296	1,759,189	172,627	9,030,452	52.30	2.99 cts.	.....	1.71 cts.	.....
C. M. & St. Paul, I. & M. Division.	121,144	313,998	435,142	994,211	367,521	6,595,756	18.00	2.99 "	.....	1.71 "	.....
C. M. & St. Paul, H. & D. Division.	12,386	176,334	188,720	599,604	35,484	1,074,795	30.30	2.99 "	.....	1.71 "	.....
C. M. & St. Paul, Wabasha Div'n..	23,226	52,268	75,494	65,776	9,713	208,150	21.40	2.99 "	.....	1.71 "	.....
St. Paul & Sioux City.....	92,749	204,258	297,007	742,119	77,767	3,673,613	47.00	3.45 "	.....	2.22 "	.....
Sioux City & St. Paul.....	43,409	65,755	109,164	248,362	44,235	2,296,640	52.00	3.94 "	.....	1.72 "	.....
Worthington & Sioux Falls.....	5,824	28,177	34,001	153,637	19,789	720,779	36.00	3.62 "	.....	2.68 "	.....
St. Paul & Pacific, Main Line†....	.....	.....	.....	.....	227,997	7,523,938	33.00	.....	.....	.....	.....
St. Paul & Pacific, Branch Line†..	.....	.....	.....	.....	211,494	4,441,385	21.00	.....	.....	.....	.....
St. Paul & Pacific, St. Vincent Ex.†	.....	.....	.....	.....	75,455	3,688,002	48.87	.....	.....	.....	.....
Northern Pacific.....	234,921	343,441	578,362	2,168,076	61,258	5,958,009	97.20	4 "	.....	2.59 "	.....
St. Paul & Duluth	122,813	250,612	373,425	1,116,779	61,525	2,201,992	35.79	3.25 "	4 cts.	1.43 "	1.43 cts.
St. Paul, Stillwater & Taylors Falls	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul & Minneapolis...	25,341	42,292	67,633	.....	63,147	1,093,587	17.3	.....	.....	.....	.....
Minneapolis & St. Louis.....	107,222	149,630	256,852	.....	77,571	2,523,886	32.53	2.86 "	3.69 "	1.53 "	3.26 "
Winona & St. Peter.....	276,672	438,893	715,565	1,202,460	205,164	7,753,834	37.79	3.66 "	.....	1.78 "	.....
Southern Minnesota.....	94,526	156,929	251,455	675,098	52,028	2,419,174	46.49	3.31 "	4.06 "	.....	3.24 "
Central.....	(Mixed)	33,172	33,172	41,783	7,669	189,060	24.65	3.76 "	5 "	.....	4.82 "
Ch., Cl., Dubuque & Minn.....	15,840	17,000	32,840	.....	14,415	302,482	20.90	2.90 "	3.90 "	2.3 "	1.1 "
Burl., Cedar Rapids & Northern...	10,550	12,925	23,475	.....	24,521	223,104	9.10	3.37 "	.....	2.14 "	.....
Total.....	1,369,554	2,588,048	3,957,602	.....	1,809,380	61,918,633	34.22	.....	.....	.....	.....

† Estimated on basis of gross earnings and last year's returns, by R. R. Com'r.

* The through rate is the average of through and local where no local is given.

Tonnage statement for year ending June 30, 1879.

Roads.	Grain.	Other Agricultural prod.	Flour and Meal.	Provisions.	Manufactur's	Animals.	Lumber and forest prod.	Metals and Minerals.	Stone, Brick, etc.	Coal.	Mdse. and Misc.	Total.	Freight forwarded from Stations.	Freight received at Stations.	Miles operated.
C. M. & St. P.,* River div	92,818	874	45,098	751	1,610	2,610	20,597	1,088	4,139	147	36,397	206,079	206,079	177,238	180.47
" *I. & M. div	35,938	1,225	63,014	566	2,172	3,362	21,605	497	432	89	24,926	153,826	153,826	98,303	147.52
" H. & D. div	32,350	887	4,410	248	399	1,954	8,974	39	7,257	13	6,840	63,371	63,371	56,133	135.94†
" Wabasha div	14,564	14	4,583	10	47	25	2,155	.....	186	1	3,821	25,406	25,406	25,718	59.00
St. Paul & Sioux City	89,479	.....	3,132	3,827	3,843	4,319	72,591	.....	9,178	6,472	51,713	244,554	244,554	244,554	121.27
Sioux City & St. Paul	59,360	.....	931	2,684	2,895	2,859	53,578	.....	2,311	7,406	21,864	153,888	153,888	153,888	66.25
Worthington & S. Falls	18,268	.....	134	558	1,114	330	20,982	.....	1,096	2,819	8,235	53,536	53,536	53,536	42.53
St. Paul & Pacific, Main L	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
" Branch L	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	†500,000	500,000	500,000	533.75†
" St. Vincent Ex	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Northern Pacific	47,244	1,292	3,386	4,120	9,218	4,344	37,605	3,214	5,041	1,457	28,347	145,268	145,268	145,268	328.00†
St. Paul & Duluth	39,505	9,415	39,834	789	2,563	1,363	97,113	7,079	1,701	21,492	32,068	252,922	252,922	252,922	169.00
St. P. Stillwater & T. F.	2,319	.....	35	302	847	69	21,329	334	1,323	155	5,410	32,123	32,123	32,123	23.80
Ch. St. Paul & Ms	31,147	2,041	29,674	.....	.....	.....	344	.....	.....	.....	146,132	209,338	87,275	122,063	23.70
Minneapolis & St. Louis	68,918	4,339	63,254	2,743	2,972	7,310	66,103	7,029	22,184	13,902	25,646	284,400	284,400	284,400	123.00
W. & St. Peter & branch's												263,963	263,963	263,963	387.65‡
Southern Minnesota	50,651	1,295	39,014	.....	468	5,804	30,823	.....	1,354	2,778	17,212	149,394	149,394	149,394	197.50‡
Central Minnesota	11,091	415	1,027	.....	16	480	6,451	.....	2,407	32	3,073	24,992	24,992	24,992	40.00
Ch. C. Dubuque & Minn.	2,841	693	620	.....	.....	.....	34,116	.....	.....	1,866	4,084	44,220	44,220	44,220	24.09
B. Cedar Rapids & North												86,660	40,036	46,624	12.56
Total No. of tons	596,493	22,490	298,146	16,598	28,164	34,829	494,366	19,230	58,609	58,624	415,768	2,893,940	2,725,253	2,675,339	2,566.84

* The specified tonnage of the four C. M. & St. P. Divisions show only freight shipped from stations in Minnesota.

‡ Average for the year.

† Estimate based on gross earnings and last year's returns

Railroad Land Statement for the 18 *Months ending June* 30, 1879.

	Acreage of Grant.		Sales and Contracts, year ending Dec. 31, 1878.		Sales and Contracts, 18 months ending June 30, '79.		Sales and Contracts, all years to June 30, 1879.		Average Price.	
	Received.	*To inure.*	*Acres.*	*Receipts.*	*Acres.*	*Receipts.*	*Acres.*	*Receipts.*	*In* 1878.	*Now.*
Minnesota Central	172,742.96	None.	7,634.37	$38,762 53	8,556.82	$39,904 68	150,429.85	$264,263 34	$6 95	$6 95
St. Paul & Chicago	398,986.55	62,453	5,932.14	6,861 30	12,925.44	11,883 98	17,570.85	15,050 77	4 45	4 45
Hastings & Dakota	27,078.94	.....	.....	.....	.....	.....	No	sales.	.....	.....
St. Paul & Duluth	1,441,269.73	245,110	12,744.86	298,832 53	16,184.22	314,785 02	169,548.06	1,293,458 51	4 38	2 75
Northern Pacific	990,619.30	1,946,980	62,893.75	287,220 82	71,461.75	323,468 22	391,319.81	2,356,679 42	4 21	3 25
St. Paul & Sioux City	854,268.85	72,637	89,644.06	433,250 47	106,987.15	516,613 30	306,427.40	1,612,287 44	6 97	4 80 & 6 00
Sioux City & St. Paul	231,145.94	None.	35,408.61	243,588 54	38,630.38	261,241 80	81,329.80	475,675 58	6 43	4 80 & 6 30
St. Paul & Pacific, Main Line.	1,137,298.60	164,731	133,297.03	842,566 00	178,267.45	1,121,020 71	634,536.35	4,334,358 97	6 50	6 00
" " Branch Line.	405,756.05	20,000	14,157.90	35,507 76	16,288.71	43,578 46	105,200.84	450,600 59	3 00	3 50
" " St. Vincent Ex.	753,747.67	1,072,303	.....	.....	.....	.....	None	sold.	.....	.....
St. Paul, Stillwater & T. F.	44,246.27	None.	.....	.....	5,729.95	12,186 95	6,784.73	13,686 56	5 25	5 75
Stillwater & St. Paul	65,113.64	None.	10,559.85	38,465 78	11,437.72	42,604 20	11,437.72	42,604 20	4 55	.....
Southern Minnesota	373,212.90	Doubtful.	8,390.50	81,558 54	13,592.18	92,862 32	229,324.63	776,309 61	7 23	6 00
Winona & St. Peter	1,676,928.96	Unadjusted.	86,553.27	144,835 41	113,910.80	194,572 68	139,697.96	262,102 40	4 33	4 00
Western	290,880.00	99,570	12,221.26	5,660 80	16,992.01	13,109 01	16,992.01	13,109 01	2 72	1 25 to 8 00
N. P. and St. P. & P. in dispute	418,800.00	Unknown.	4,371.21	3,251 55	33,555.03	18,784 61	33,555.03	18,784 61	.....	.....
Ext. lines' construction claims	66,036.00	Unknown.	49,953.00	27,588 00	66,036.00	39,514 21	66,036.00	39,514 21	.....	.....
Total	9,343,102.36	.....	533,661.81	$2,487,950 03	710,505.61	$3,046,130 15	2,360,155.04	$11,968,485 22	.....	.....
Add Winona & St. Peter Barney contract lands							317,061.26			
							2,677,216.30			

Miles of Railroad in Minnesota at the close of each Year.

NAMES OF ROADS.	1862	1863	1864	1865	1866	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879
St. Paul & Pacific—Branch Line	10	27¼	40	50	76	76	76	76	76	76	76	76	76	76	76	76	75.75	75.75
Winona & St. Peter	....	29	50	66	91	106	106	116	139	165	284	288½	288½	288½	288½	288½	288.50	288.50
Chicago, Milwaukee & St. P.—I. & M. Div	....	....	10	56	71	134	137	148	148	148	148	148	148	148	148	148	147.52	147.52
St. Paul & Sioux City	....	....	....	22	47	67	90	100	121¼	121¼	121¼	121¼	121¼	121¼	121¼	121¼	121.27	155.27
Southern Minnesota	....	....	....	16	30	30	50	90	167⅓	167⅓	167⅓	167⅓	167⅓	167⅓	167⅓	167⅓	210.5	297.25
St. Paul & Pacific—Main Line	....	....	....	....	....	16	51	111	135	207	207	207	207	207	207	207	207.10	207.10
St. Paul & Duluth	....	....	....	....	....	....	30	77	156	156	156	156	156	156	156	156	156	162.00
Hastings & Dakota	....	....	....	....	....	....	20	28	28	48	75	75	75	75	75	75	156.54	202.44
Chicago, Milwaukee & St. P.—River Div	....	....	....	....	....	....	....	20	55	101½	128	128	128	128	128	128	130.47	130.47
Stillwater & St. Paul	....	....	....	....	....	....	....	....	13	13	13	13	13	13	13	13	13	13
Northern Pacific	....	....	....	....	....	....	....	....	50	229½	229½	229½	229½	229½	229½	229½	229.5	229.5
Winona, Mankato & New Ulm	....	....	....	....	....	....	....	....	3¾	3¾	3¾	3¾	3¾	3¾	3¾	3¾	3.75	3.75
Sioux City & St. Paul	....	....	....	....	....	....	....	....	......	56	66¼	66¼	66¼	66¼	66¼	66¼	66.25	66.25
Minneapolis & Duluth	....	....	....	....	....	....	....	....	......	13	15	15	15	15	15	15	15	15
Minneapolis & St. Louis	....	....	....	....	....	....	....	....	......	27	27	27	27	27	27	108½	108	121.5
St. Paul, Stillwater & Taylors Falls	....	....	....	....	....	....	....	....	......	18	20¾	23⅘	23⅘	23⅘	23⅘	23⅘	23.8	23.8
Chicago, Clinton, Dubuque & Minnesota	....	....	....	....	....	....	....	....	......	......	25	25	25	25	25	25	25	25
Northern Pacific—Brainerd Branch	....	....	....	....	....	....	....	....	......	......	4½	4½	4½	4½	4½	60½	60.5	60.5
St. Paul & Pacific—St. Vincent Extension	....	....	....	....	....	....	....	....	......	......	132½	182½	132½	132½	132½	136	241.67	319.62
Central of Minnesota	....	....	....	....	....	....	....	....	......	......	......	......	40	40	40	40	40	40
Red River Valley	....	....	....	....	....	....	....	....	......	......	......	......	......	10	10	10	10	24.56
Worthington & Sioux Falls	....	....	....	....	....	....	....	....	......	......	......	......	......	......	29½	37½	42.53	52.53
Minnesota Midland	....	....	....	....	....	....	....	....	......	......	......	......	......	......	......	20	59	59
Burlington, Cedar Rapids & Northern	....	....	....	....	....	....	....	....	......	......	......	......	......	......	......	13	12.5	12.5
Red River & Manitoba	....	....	....	....	....	....	....	....	......	......	......	......	......	......	......	30	30	30
Plainview (Branch of W. & St. P.)	....	....	....	....	....	....	....	....	......	......	......	......	......	......	......	......	15.1	15.01
Chatfield (Branch of W. & St. P.)	....	....	....	....	....	....	....	....	......	......	......	......	......	......	......	......	11.46	11.46
Minnesota Valley (Branch of W. & St. P.)	....	....	....	....	....	....	....	....	......	......	......	......	......	......	......	......	24.40	24.40
Rochester & Northern (Branch of W. & St. P.)	....	....	....	....	....	....	....	....	......	......	......	......	......	......	......	......	24.48	24.48
Chicago & Dakota	....	....	....	....	....	....	....	....	......	......	......	......	......	......	......	......	......	46.38
Caledonia & Mississippi	....	....	....	....	....	....	....	....	......	......	......	......	......	......	......	......	......	14
Caledonia, Mississippi & Western	....	....	....	....	....	....	....	....	......	......	......	......	......	......	......	......	......	43.50
Minnesota & Black Hills	....	....	....	....	....	....	....	....	......	......	......	......	......	......	......	......	......	44
Total number of miles built	10	56¼	100	210	315	429	560	766	1,092⅓	1,550⅓	1,900	1,907½	1,947½	1,957½	1,987	2,199	2,549.50	2,986.04
Number of miles built each year	10	46¼	43¾	110	105	114	131	206	326⅓	458	349⅔	7½	40	10	29½	212	350.50	436.54

Railroad Taxes paid for 1877 *and* 1878, *and Totals for all Years.*

	For 1877.	For 1878.		First 15 Years.
	Tax.	*Per Cnt*	*Tax.*	*Tax.*
Winona & St. Peter	$ 18,545.15*	3	24,794.70	$178,384.36
St. Paul & Pacific—Branch Line	8,287.94	3	14,072.11	91,582.52
Chicago, Milwaukee & St. Paul—I. & M. Div.	21,530.39	3	18,374.95	199,892.82
St. Paul & Sioux City	16,040.45*	3	18,019.25	109,493.77
Southern Minnesota	20,611.89	3	19,291.09	119,803.06
St. Paul & Duluth	161.00‡	2	8,563.64	79,842.49
St. Paul & Pacific—Main Line	12,979.05	3	24,461.64	108,863.45
Chicago, Milwaukee & St. Paul—River Div.	20,303.38	3	26,108.38	131,061.97
Chicago, Milwaukee & St. Paul—H. & D. Div.	1,548.26	2	2,881.01	10,158.35
Winona, Mankato & New Ulm	108.56	3	SeeW.&st.P	712.43
Minneapolis & St. Louis	4,038.68	2	8,104.70	22,220.20
Northern Pacific	13,833.75*	2	13,759.24	60,682.96
St. Paul & Pacific—St. Vincent Ext. †	1,966.56	3	6,537.25	12,049.25
Sioux City & St. Paul	4,458.16	3	5,175.28	21,206.99
Chicago, St. Paul & Minneapolis	1,493.08*	2	2,087.13	10,327.05
St. Paul, Stillwater & Taylors Falls	1,265.78	2	1,558.32	6,014.12
Chicago, Clinton, Dubuque & Minnesota	549.76	2	556.43	2,130.59
St. Paul & Pacific—St. Vincent Ext. §	1,163.50	3	1,704.92	5,671.90
Central Railroad of Minnesota	449.29	2	990.99	2,321.12
Worthington & Sioux Falls	470.78	1	881.51	1,352.29
Western	190.86	1	1,601.71	1,792.57
Burlington, Cedar Rapids & Northern	134.70	1	313.91	448.61
Chicago, Milwaukee & St. Paul—Wabasha Div.	.....	1	229.42	229.42
Minnesota Valley	.....	1	51.46	51.46
Rochester & Northern Minn.	.....	1	26.72	26.72
Plainview	.....	1	23.27	23.27
Chatfield	.....	1	2.09	2.09
Total	$150,150.97		200,171.12	1,176,345.83

All roads paid the same per centage in 1877 as in 1878, except Central 1 per cent.—The * in 1877 column denotes corrections since last report; the totals for several roads include recently paid back taxes.—†Breckenridge to St. Vincent.—§ East St. Cloud to Alexandria.—‡About $9,000 of the St. P. & D. tax for 1877 was deducted under legislative act for stumpage, money improperly paid.—The Winona, Mankato & New Ulm Railroad is for 1878 included in the Winona & St. Peter.

Local Passenger Fares per mile in 1879.

Southern Minnesota, single tickets, January—March, 4.5 cents; April—December	4 cents.
Southern Minnesota, round trip, January—March, 4 cents; April—September, 3.75 cents; October—December	4 "
Central Railroad of Minnesota, single tickets, January—September, 5 cents; October—December	3.5 "
Central Railroad of Minnesota, round trip, January—September, none; October—December,	3.5 "
Winona & St. Peter and all branches	4 "
Burlington, Cedar Rapids & Northern	3.5 "
Minneapolis & St. Louis	4 "
Chicago, Clinton, Dubuque & Minnesota	4 "
St. Paul, Minneapolis & Manitoba *	5 "
St. Paul & Sioux City and branches	4 "
Except St. Paul, Stillwater & Taylors Falls	5 "
Northern Pacific	5 "
Chicago, Milwaukee & St. Paul, River Div. I. & M. Div. and H. & D. Div	4 "
Chicago, Milwaukee & St. Paul, Wabasha Div	3 "
Chicago, St. Paul & Minneapolis	4 "
St. Paul & Duluth	4 "

*Will reduce to 4 cents for 1880.

RAILROAD ACCEPTANCES ON FILE IN THE CAPITOL,

In Secretary of State's Office.

NOTE: The date before each acceptance is the date of filing; a few acceptances being without date of filing, the date in such cases is the date of the document.

WINONA AND ST. PETER.

(Originally Transit.)

January 5, 1856. Accepting charter of March 3, 1855.
May 28, 1857. Accepting chapter 1 of extra session laws of 1857, approved May 22d, disposing of first Congressional land grant.
May 26 and 31, 1858. Accepting loan of state credit.
March 27, 1875. Accepting act of March 5, 1875, providing for the taxation of road, lands and franchises.

HASTINGS AND DAKOTA.

(Originally Hastings, Minnesota River and Red River of the North.)

May 7, 1857. Accepting charter of February 20, 1857.
May 13, 1867. Accepting charter amendments of March 3, 1866.
April 1, 1867. Accepting charter amendments of March 9, 1867.
April 8, 1876. } Accepting acts of such years extending time for comple-
April 1, 1878. } tion of road.

SOUTHERN MINNESOTA.

(Originally Root River Valley and Southern Minnesota.)

May 23, 1857. Accepting chapter 1 of extra session laws of 1857.
May 14 and 20, 1858. Accepting loan of state credit.
February 28, 1859. Accepting contract made by Gov. Sibley with Winslow, Lanier & Co.
February 20, 1865. Accptances of acts of March 4, 1864, and February 16, 1865, to facilitate the construction of the road and grant swamp lands.
March 4, 1865. Accepting act of March 2, 1865, concerning taxation of lands.
March 21, 1867. Accepting acts of February 25 and March 7, 1867, concerning additional grant.

SOUTHERN MINNESOTA RAILWAY EXTENSON.

April 26, 1878. Accepting act of March 6, 1878, granting lands.
February 10, 1879. Accepting chapter 111, special laws of 1873, regarding collection of taxes.
June 7, 1879. Accepting act of March 11, 1879, amending act of March 6, 1878.

MINNESOTA CENTRAL RAILWAY.

(Originally Minneapolis and Cedar Valley, now I. & M. Div. of C. M. & St. P.)

May 23, 1857. Accepting chapter 1, of extra session laws of 1857.
May 26, 1858, Accepting loan of state credit.
March 16, 1864. Accepting act of February 1, 1864, changing name, etc.

ST. PAUL AND PACIFIC.

(Originally Minnesota and Pacific.)

May 27, 1857. Accepting chapter 1, extra session laws of 1857.
June 2 and 3, 1858. Accepting loan of state credit.

March 16, 1865. Accepting acts of March 2d and 4th, 1865, to facilitate the construction of the road and provide for taxation of lands.
April 29, 1865. First Division, accepting act of March 4, 1865.
February 23, 1867. Release of lands to Stillwater and St. Paul Company.
March 20, 1867. Name of branch changed to St. Paul and Chicago.

ST. PAUL AND DULUTH.

(Originally Nebraska & Lake Superior, later Lake Superior & Mississippi)

Dec. 26, 1857. Accepting charter of May 23, 1857.
March 7, 1863. Accepting act of March 6, 1863, extending time for completing road.
Feb. 25, 1865. Accepting land grant act of Feb. 23, 1865.
March 28, 1865. Accepting act of March 3, 1865, relating to the taxation of its lands.
July 3, 1865. Accepting proposition of Stewart & Sheldon.
July 10, 1873. Filed copy of minutes of meeting of April 13, 1861, accepting act of March 8, 1861, amending act incorporating Nebraska & Lake Superior Railroad Company.
March 3, 1875. Land Trustees accept acts of March 4 and 5, 1875.
March 13, 1879. Accepting act of March 7, 1878, amending act of Feb. 16, 1866, authorizing building of branch.
March 28, 1879. Accepting act of Feb. 14, 1879, relating to condemnation of property for railroad purposes.

MINNESOTA CENTRAL RAILROAD COMPANY.

April 15, 1858. Accepting charter of May 23, 1857.

MINNESOTA AND NORTHWESTERN RAILROAD COMPANY.

May 31, 1858. Accepting loan of state credit. (2 copies.)

SAINT PAUL AND SIOUX CITY.

(Originally Minnesota Valley.)

April 9, 1864. Accepting chapter 2 of act of March 4, 1864, creating the Minnesota Valley Railroad Company.
April 18, 1868. Accepting act of March 5, 1868, concerning location of road on east bank of river opposite St. Peter.
June 7, 1870. Accepting act of March 1, 1870, changing name, etc.

MINNEAPOLIS AND ST. CLOUD RAILROAD COMPANY.

Aug. 19, 1864. Accepting charter amendments of Feb. 23, 1864.

MINNESOTA AND NORTHWESTERN RAILROAD COMPANY.

(Another corporation of same name as foregoing M. & N. W. R. R. Company.)

May 8, 1867. Accepting charter of May 23, 1857, and amendment of March 9, 1867.

STILLWATER AND ST. PAUL.

Jan. 8, 1868. Accepting act of March 4, 1867, relating to St. Paul & Pacific lands pertaining to this line, and obligations to build it.

MINNEAPOLIS AND ST. LOUIS.

(Originally Minnesota Western.)

March 3, 1870. Accepting charter of March 3, 1853, and amendments of Feb. 26, 1855, March 5, 1869, and Feb. 4, 1870.

SELAH CHAMBERLAIN.

March 6, 1871. Accepting act of same year to test validity of and adjust certain state railroad bonds.

CHICAGO, MILWAUKEE AND ST. PAUL.

March 9, 1872. Accepting act of February 28, 1872, confirming sale of St. Paul & Chicago Railroad.
October 16, 1874. Accepting for road from Austin to state line near Leroy, chapter 111 of Special Laws of 1873.

WINONA AND LA CROSSE RAILROAD COMPANY.

March 12, 1872. Accepting act of February 29, 1872, reviving and continuing charter of February 25, 1856.

ST. CROIX RAILWAY AND IMPROVEMENT COMPANY..

March 22, 1873. Accepting chapter 111, Special Laws of 1873.

WORTHINGTON AND SIOUX FALLS.

February 24, 1877. Accepting chapter 111, Special Laws of 1873.

CHICAGO, CLINTON, DUBUQUE AND MINNESOTA.

March 16, 1878. Accepting acts of March 10, 1873, and February 21, 1877, authorizing Iowa corporations to build railroads in Minnesota.
February 14, 1879. Accepting again same acts.

MINNESOTA NORTHERN.

April 2, 1878. Accepting act of March 12, 1878, granting swamp lands.

MINNESOTA CENTRAL RAILROAD COMPANY.

December 3, 1878. Accepting transfer of Cannon River Improvement Company's swamp land grant, pursuant to act of March 1, 1877.

CHATFIELD RAILROAD.

December 23, 1878. Accepting chapter 111, Special Laws of 1873.

MINNESOTA VALLEY.

December 23, 1878. Accepting chapter 111, Special Laws of 1873.

PLAINVIEW RAILROAD.

December 23, 1878. Accepting chapter 111, Special Laws of 1873.

ROCHESTER AND NORTHERN MINNESOTA.

December 23, 1878. Accepting chapter 111, Special Laws of 1873.

BURLINGTON, CEDAR RAPIDS AND NORTHERN.

March 19, 1879. Accepting chapter 111, Special Laws of 1873.

ST. PAUL UNION DEPOT COMPANY.

July 2, 1879. Accepting act of March 5, 1879, relating to said company.

MINNESOTA MIDLAND RAILROAD.

July 8, 1879. Accepting chapter 111, Special Laws of 1873.

CHICAGO AND DAKOTA.

Sept. 9, 1879. Accepting chapter 111, Special Laws of 1873.

MINNESOTA AND IOWA RAILROAD COMPANY.

Oct. 20, 1879. Accepting act of March 8, 1879, to revive and continue charter of Louisiana and Minnesota Railroad Company, of March 5, 1853, and amendments thereto.

In Governor's Office.

ST. PAUL AND DULUTH.

March 7. 1862. Notice of organization under act of March 8, 1861, and of survey of route.

February 24, 1865. Accepting act of February 23, 1865, granting lands, etc.

MINNESOTA CENTRAL.

December 29, 1862. Incorporators named in act of March 10, 1862, accept such act and give notice of organization under it as the Minneapolis, Faribault and Cedar Valley Railroad Company.

September 27, 1867. Accepting act of Congress of March 3, 1865.

SOUTHERN MINNESOTA.

March 29, 1864. Accepting act of March 4, 1864, to facilitate construction of road.

February 18, 1865. Accepting act of February 16, 1865, granting swamp lands.

ST. PAUL AND PACIFIC.

June, 1864. Acceptances of acts of March 6, 1863, and March 4, 1864, to authorize construction of branch, via St. Cloud, and to extend time for construction of same.

August 13, 1866. Accepting act of March 1, 1866, authorizing extension of south line to LaCrescent, from such point to Iowa state line.

ST. PAUL AND CHICAGO.

(Originally south line to LaCrescent of St. Paul and Pacific, now River Div. of C. M. & St. P.)

November 25, 1868. Accepting act of March 4, 1868, relating to its grant of lands.

NORTHERN PACIFIC.

June 1, 1870. Accepting act of March 4, 1870, providing for taxation of gross earnings, giving right of way over state lands, etc.

WESTERN RAILROAD.

May 2, 1877. Gives notice of intention to complete the road between Watab and Brainerd, in accordance with provisions of act of March 1, 1877, to provide for the completion of the St. Paul and Pacific extension lines of railroad.

RAILROAD COMPANIES ORGANIZED UNDER THE GENERAL LAWS, THAT HAVE FILED ARTICLES IN THE OFFICE OF THE SECRETARY OF STATE IN 1879.

(For older organizations see Railroad Commissioner's Report for former years.)

MINNEAPOLIS AND ST. PAUL RAILWAY COMPANY.

Articles filed.—December 9, 1878.

Object of Corporation.—To construct and operate a railway for public use in the conveyance of persons and property, from a point on the line of the Chicago, Milwaukee & St. Paul Railway in the city of St. Paul, westerly through Ramsey and Hennepin counties to a junction with the main line,

and also with the branch line of the 1st Division of the St. Paul & Pacific Railroad at points in or near Minneapolis city; with a branch crossing the Mississippi River and passing by or near Minne-ha-ha Falls to and through Minneapolis city, with the privilege to build connections with any and all railroads now or hereafter built or operated to Minneapolis, and also branches to mills and factories in Minneapolis.

Capital.—$1,000,000.00.

Place of Business.—Minneapolis.

Corporators.—Alexander Mitchell, Sherburne S. Merrill, John W. Cary and Chas. H. Prior, all of Milwaukee, Wis., and John A. Chandler, of St. Paul.

GRANT AND DAKOTA RAILWAY COMPANY.

Articles filed.—January 4, 1879.

Object of Corporation.—To construct and operate a railway for public use in the conveyance of persons and property from a point in the town of Logan, in Grant county, in a general westerly direction to a point in or near the eastern boundary of Dakota Territory.

Capital.—$200,000.00.

Place of Business.—Herman, Grant county.

Corporators.—Chas. F. Washburn, Chas. H. Goodsell, Sven Frogner, Alfred C. Earsley and Chas. A. Smith, all of Herman.

MINNEAPOLIS AND NORTHWESTERN RAILROAD COMPANY.

(Amendments to Articles of Incorporation of 1878.)

Articles filed.—Feb. 21, 1879.

Object of Corporation.—To build and operate a railroad (1) connecting Minneapolis with and extending into the region of country lying between the Hastings & Dakota and St. Paul & Pacific Main Line railroads, and thence running southerly and westerly towards the west line of the state, with such branches as may hereafter be designated by the board of directors, all to be known as the Southern Division; (2) connecting Minneapolis with and extending into the region of country lying between the St. Paul & Pacific Main Line and the St. Vincent Extension Line, and thence westerly and northwesterly towards the western state line, with possible branches, all to be known as the Central Division; (3) connecting Minneapolis with and extending into the region of country lying northerly of the St. Vincent Extension Line, and thence northwesterly towards the northern state line, with possible branches, all to be known as the Northern Division.

Capital Stock.—$250,000.00.

Place of Business.—Minneapolis.

ST. PAUL UNION DEPOT COMPANY.

Articles filed.—January 25, 1879.

Object of Corporation.—To build, purchase, lease and operate transfer-tracks or railways in St. Paul, open to the use of all present and future railroads in the city, to and between each and all of said roads and each and all important industries whose business requires special rail accommodations by means of transfer tracks, side tracks or railways; and in connection therewith to build, lease or otherwise provide and maintain in the city a Union Passenger Depot and proper tracks for access thereto, and to that end to construct, purchase, lease, or otherwise secure, and to maintain and operate lines of railway in the city of St. Paul.

Capital.—$250,000.00.

Place of Business.—St. Paul.

Corporators.—Sherburne S. Merrill, of Milwaukee; and Judson W. Bishop, James J. Hill, George H. Smith, Homer E. Sargent, Alpheus B. Stickney and Frank B. Clarke, all of St. Paul.

MINNEAPOLIS EASTERN RAILWAY COMPANY.

(Amendments to articles of incorporation of June 11, 1878.)

Articles filed.—January 29, 1869.

Object of Corporation.—To build a railway from Minneapolis to St. Paul, with branches connecting with all present and future railroads running to said cities, also branches to mills and factories therein.

Place of Business.—Minneapolis.

LITTLE FALLS AND DAKOTA RAILROAD COMPANY.

Articles filed.—February 10, 1879.

Object of Corporation.—To build a railroad from Little Falls to western state line by way of Sauk Centre, Glenwood and along north shore of Lake Whipple to or near its outlet, and further by way of Morris.

Capital.—$2,000,000.

Place of Business.—Sauk Centre.

Corporators.—Geo. A. J. Overton, A. B. Stedman, H. T. Lovett, Nels B. Wollan, K. J. Kinney, A. Barto, Q. A. Churchill, J. Capron, N. H. Miner, E. P. Barnum, P. J. Hoffman, J. G. Wittemore, E. E. West, H. W. Stone, N. Richardson, Wm. Brown, Alex. Moore, Wm. Butler, Jonathan Simmons, Sam'l Larson and J. D. Good.

DULUTH, IOWA AND DAKOTA RAILROAD COMPANY.

Articles Filed.—February 27, 1879.

Object of Corporation.—To build a railroad from the Northern Pacific Railroad in Todd County, or from any other railroad furnishing connection with the Western Railroad of Minnesota by way of Sauk Centre, Swift Falls and Benson, to western state line in or near Lyon County.

Capital.—$2,000,000.00.

Place of Business.—Benson.

Corporators.—Edw. Larsson, of Swift; Ole Peterson and Ole N. Barsness, of Pope; A. A. Brown, of Douglas; E. P. Barnum and A. M. Stiles, of Stearns; P. J. Kniss, of Rock; Gorham Powers, of Yellow Medicine, and John C. Riebe, of McLeod.

ST. CLOUD, FORT RIDGELEY AND FORT DODGE RAILROAD COMPANY.

Articles Filed.—February 27, 1879.

Object of Corporation.—To build a railroad with one or more branches from St. Cloud by way of Litchfield, Hector and Fort Ridgeley, Sleepy Eye, St. James and Fairmont to the southern state line, at or near Tenhassen, Martin County.

Capital.—$3,000,000.00

Place of Business.—Litchfield.

Corporators.—C. A. Gilman and J. R. Howard, of Stea.ns; Ed. O'Hara and J. M. Bowler, of Renville; W. T. Bonniwell, J. C. Riebe, J. C. Edson and A. H. Reed, of McLeod; K. H. Helling, of Brown; Theod. Lambert and Geo. P. Johnston, of Watonwan; Thos. Bohan, of Blue Earth; M. E. L. Shanks, of Martin; H. R. Denny, of Carver, and W. B. Latz, of Wabasha.

MINNESOTA WESTERN AIR LINE RAILROAD COMPANY.

Articles Filed.—March 3, 1879.

Object of Corporation.—To build a railroad from some point on the Northern Pacific, in Otter Tail County, by way of Alexandria, Willmar and Windom to the southern state line, in or near Jackson County.

Capital.—$3,000,000.00.

Place of Business.—Willmar.

Corporators.—A. A. Brown and J. B. Cowing, of Douglas; A. E. Rice and A. Railson, of Kandiyohi; A. McCrea and M. Anderson, of Otter Tail; Ole Peterson, J. G. Wittemore and O. N. Barsness, of Pope; Edw. Larssen, of Swift; A. D. Perkins, of Cottonwood; J. F. Goodsell, of Mower, K. H. Helling, of Brown, and J. W. Cowing, of Jackson.

MINNESOTA AND DAKOTA NORTHERN RAILROAD COMPANY.

Articles filed.—March 4, 1879.

Object of Corporation.—To build a railroad from Moorhead northward, through Clay and Polk, to the north line of township 143 of range 49, at or near west bank of Red River.

Capital.—$100,000.

Place of Business.—Moorhead.

Corporators.—Henry A. Bruns, J. H. Sharp, C. P. Slaggy, A. E. Henderson, J. Kurtz, J. C. Kurtz, J. Douglas, J. Eriksen, L. Loring, F. A. Elder, And. Holes, S. G. Comstock and F. J. Burnham, all of Moorhead; A. McCrea, of Perham, and N. P. Clark, of St. Cloud.

CALEDONIA, MISSISSIPPI AND WESTERN RAILROAD COMPANY.

Articles filed.—April 2, 1879.

Object of Corporation.—To build a railroad from the Mississippi at or near Sumner, on C. C. D. & M. R. R., by way of Caledonia to the western state line.

Capital.—$300,000.

Place of Business.—Caledonia.

Corporators.—D. S. Buell, Th. Abbotts, O. J. Weide, Geo. B. Winship, D. Haing, J. Vassen, Nic. Koob, H. Wheaton and J. W. Cook, all of Caledonia.

CHICAGO AND DAKOTA RAILWAY COMPANY.

Articles filed.—May 8, 1879.

Object of Corporation.—To build a railroad from a point on the Winona and St. Peter Railroad at or near Tracy in Lyon county, to the western state line in Lincoln county.

Capital.—$300,000.

Place of Business.—Winona.

Corporators.—Marvin Hughitt, M. M. Kirkman and J. B. Redfield, of Chicago; and Thos. Wilson and S. Sanborn, of Winona.

MANKATO AND ST. CLOUD RAILROAD COMPANY.

Articles filed.—March 7, 1879.

Object of Corporation.—To build a railroad from Mankato by way of Hutchinson and Litchfield to St. Cloud.

Capital.—$2,000,000.

Place of Business.—Mankato.

Corporators.—N. P. Clark and C. A. Gilman, of Stearns; John A. Willard, J. H. Baker and H. Cummins, of Blue Earth; and W. F. Bonniwell and J. Koons, of McLeod.

LA CROSSE AND OMAHA RAILWAY COMPANY.

Articles filed.—May 19, 1879.

Object of Corporation.—To build a railroad from the Mississippi, in Houston county, opposite LaCrosse, southwesterly towards Omaha, Nebraska, with possible branches.

Capital.—$500,000.

Place of Business.—Hokah.

Corporators.—C. L. Coleman, J. Paul, Alex. McMillan, J. S. Medary, J. Clarke, Jas. McCord, all of LaCrosse, Wis.; Clark W. Thompson, of Wells; and E. P. Dorival and W. E. Dunbar, of Caledonia.

MINNESOTA AND BLACK HILLS RAILROAD COMPANY.

Articles filed.—June 7, 1879.

Object of Corporation.—To build a railroad from a point on the Sioux City and St. Paul Railroad, in Jackson county, northwesterly through Murray and Pipestone to the western state line, with possible branches.

Capital.—$1,200,000.

Place of Business.—St. Paul.

Corporators.—E. F. Drake, Horace Thompson, J. W. Thompson, W. R. Merriam, Geo. A. Hamilton, H. H. Sibley, C. H. Bigelow, A. H. Wilder, R. Blakeley and J. S. Prince, all of St. Paul; F. A. and H. G. Harrison and J. W. Pense, of Minneapolis; and R. F. Hersey, of Stillwater.

TITLE AND INDEX OF GENERAL AND SPECIAL LAWS RELATING TO RAILROADS, PASSED IN 1879.

(For acts of this class in former years, see Railroad Commissioner's Reports for 1878 and before.)

GENERAL LAWS.

Chapter 1 of printed volume. An act proposing an amendment to article 9 of the Constitution, limiting the power of the legislature to authorize any county, city, township or other municipal corporation to issue bonds or to become indebted in any manner to aid in the construction or equipment of any railroad to any amount exceeding five per cent. of the value of taxable property of such county, town, etc. [This amendment was adopted by the people at the general election on November 4, 1879.]

Chapter 34 of printed volume. An act amending chapter 106 of General Laws of 1877 regarding municipal aid in the construction of railroads.

Chapter 35 of printed volume. An act to amend section 17, title 1, chapter 34 of the general statutes as amended by section 17, chapter 53 of session laws of 1872, relating to corporations empowered to take private property for public use.

Chapter 45 of printed volume. An act to amend chapter 73 of general laws of 1878, regarding right of way of railroad companies over state lands, so as to include depot grounds.

Chapter 49 of printed volume. An act to amend chapter 30 of general laws of 1876, relating to foreclosure sale of railroads.

Chapter 72 of printed volume. An act to repeal section 7, chapter 106 of general laws of 1877, relating to municipal aid in the construction of railroads.

Chapter 77 of printed volume. An act relating to proceedings appropriating land for railroad purposes and compensating for the same.

Chapter 78 of printed volume. An act relating to railroads organized under the laws of the state of Illinois.

Chapter 80 of printed volume. An act to authorize railroad companies to exercise the right of eminent domain in certain cases in this state.

Chapter 81 of printed volume. An act declaring it unlawful for any person, other than passengers or employees, to get off or on cars or engines in motion or switching, and providing penalties for the violation thereof.

Chapter 82 of printed volume. An act relating to the St. Paul & Duluth Railroad Company, and providing that the provision of the general statutes relating to condemnation of property may apply to said corporation.

Chapter 82 of printed volume. An act to facilitate the operation and construction of the Northern Pacific Railroad.

Chapter 129 of printed volume. An act to appropriate money to reimburse the county of Cottonwood for expenses in tax suits with the Winona & St. Peter Railroad Company.

SPECIAL LAWS.

Chapter 69 of printed volume. An act to amend an act of March 9, 1875, entitled an act to transfer to and vest in the Taylors Falls & Lake Superior Railroad Company certain swamp lands heretofore granted to aid in the construction of the branch line from some point on the Lake Superior & Mississippi Railroad to the navigable waters of the St. Croix, to the Taylors Falls & Lake Superior Railroad Company.

Chapter 86 of printed volume. To amend chapter 252 of special laws of 1878, entitled an act enabling the cities, towns and villages in the counties of Goodhue, Rice, LeSueur, Waseca and Blue Earth to aid in the construction of a railroad from Red Wing, or some point on the C. M. & St. P. Railway in town of Burnside, to Mankato, by way of Cannon Falls, Faribault, Watertown and Waterville, by donation of bonds.

Chapter 95 of printed volume. To amend chapter 257 of special laws of 1878 granting land to the Southern Minnesota Railway Extension Company.

Chapter 96 of printed volume. An act to amend, with regard to the township of Watertown, chapter 153 of special laws, of 1878, relating to the issue of bonds.

Chapter 98 of printed volume. An act amending chapter 153 of special laws of 1878, authorizing certain towns and villages in Hennepin, Wright and McLeod counties, to aid in the construction of the Minneapolis & Northern Railroad, by changing the name to Minneapolis and Northwestern Railroad.

Chapter 134 of printed volume. An act authorizing the counties of Todd, Morrison, Stearns, Pope, Swift, Chippewa, Lac qui Parle, Yellow Medicine, Lyon, Murray, Pipestone, Nobles and Rock, and towns and municipal corporations therein, to issue bonds to aid in the construction of a railroad.

Chapter 139 of printed volume. An act to enable the counties of Stearns, Meeker, Renville, Nicollet, Watonwan, Martin and Blue Earth, and the towns and incorporated cities and villages therein, to issue bonds to aid in the construction of a railroad from St. Cloud, via Litchfield, Fort Ridgley and Fairmont, with branch from Garden City to Mankato.

Chapter 143 of printed volume. An act to authorize the counties of Morrison, Todd, Stearns, Pope, Stevens, Traverse and Big Stone, and towns and villages therein, to issue bonds to aid in the construction of railroads.

Chapter 146 of printed volume. An act to enable the counties of Benton, Stearns, Meeker, McLeod, Sibley, Nicollet and Blue Earth, and towns and incorporated villages and cities therein, to issue bonds to aid in the construction of a railway from Sauk Rapids, via St. Cloud, Litchfield, Hutchinson and St. Peter, to Mankato.

Chapter 148 of printed volume. An act to permit the towns, villages and municipalities in the county of Chisago, to aid in the construction of railroads.

Chapter 152 of printed volume. An act to authorize the village of Young America to issue bonds to aid in the construction of the Young America Railway.

Chapter 158 of printed volume. An act to authorize Stearns county to aid in the construction of a railroad.

Chapter 159 of printed volume. An act to authorize the city of Austin to issue bonds to aid in the construction of railroads.

Chapter 162 of printed volume. An act to authorize the county of Otter Tail to issue bonds to aid in the construction of the Minnesota Northern Railroad.

Chapter 181 of printed volume. An act to authorize the Worthington and Sioux Falls Railroad Company, to build and operate a branch to Iowa state line.

Chapter 182 of printed volume. An act to authorize the city of Minneapolis to issue bonds to aid in the construction of the Minneapolis and Northwestern Railroad.

Chapter 183 of printed volume. An act to empower the Chicago, St. Paul and Minneapolis Railway Company to construct and operate a railroad from the eastern state line to Minneapolis.

Chapter 184 of printed volume. An act to empower the Chicago, Milwaukee and St. Paul Railway Company to operate a railroad from St. Paul to Minneapolis.

Chapter 185 of printed volume. An act to empower the Minneapolis and St. Louis Railway Company to construct and operate a railroad from Minneapolis to the south shore of Lake Minnetonka.

Chapter 188 of printed volume. An act to authorize the Lyndale Railway Company to connect lakes Calhoun and Harriet by canal, and run boats thereon.

Chapter 194, of printed volume. An act authorizing the towns of Hennepin county to aid in the construction of the railroad authorized by chapter 185 of the same volume.

Chapter 200 of printed volume. An act to authorize the village of Fergus Falls to procure right of way and depot grounds for railroads, by taxation or issue of bonds.

Chapter 210, of printed volume. An act to authorize the city of Red Wing to subscribe for shares of the capital stock of and to become a stockholder in the Minnesota Central Railroad Company.

Chapter 239, of printed volume. An act to legalize acts of supervisors of Osakis in purchasing right of way and depot ground for St. Paul and Pacific Railroad and conveying the same to the company.

Chapter 318, of printed volume. An act relating to the St. Paul Union Depot Company.

Chapter 322, of printed volume. An act relating to lands granted to the Minnesota Northern Railroad Company.

Chapter 325, of printed volume. An act extending the time for the construction of a branch of the Minneapolis and St. Cloud Railroad.

Chapter 344, of printed volume. An act to revive and continue the charter of March 5th, 1853, of the Louisiana and Minnesota Railroad Company, granted by the Territorial Legislature of that year, and amendments thereto.

RAILROAD COMPANY REPORTS,

FOR THE

YEAR ENDING JUNE 30, 1878.

Gauge of Railroads in operation June 30, 1879, *four feet eight and one-half inches, except Midland R'y,* 60 *miles, which is three feet gauge.*

NORTHERN PACIFIC R. R. CO.

OFFICERS.

Frederick Billings, President, 23 Fifth Avenue,	New York.
Geo. Stark, Vice President, 23 Fifth Avenue,	New York.
Samuel Wilkeson, Secretary, 23 Fifth Avenue,	New York.
George Gray, General Counsel, 23 Fifth Avenue,	New York.
Geo. E. Beebe, Treasurer, 23 Fifth Avenue,	New York.
H. E. Sargent, General Manager,	St. Paul, Minn.
H. A. Towne, Superintendent,	Brainerd, Minn.
Thomas Doane, Consulting Engineer, 23 Fifth Avenue,	New York.
G. G. Sanborn, General Freight and Ticket Agent,	St. Paul, Minn.
R. M. Newport, Auditor,	St. Paul, Minn.
James P. Power, General Agent Land Department,	St. Paul, Minn.

General offices at 23 Fifth Avenue, N. Y., and 45 Jackson St., St. Paul.

Directors.—Chas. B. Wright, Charlemagne Tower, J. Fraley Smith and Rich. L. Ashurst, all of Philadelphia; Hugh McCulloch and Johnston Livingston, of New York City; Benj. P. Cheney, Boston; Frederick Billings, Woodstock, Vermont; Joseph Dilworth, Pittsburgh, Penn.; John M. Denison, Baltimore, Md.; Geo. Stark, Nashua, N. H.; Alex. Mitchell, Milwaukee, Wis.; J. C. Ainsworth, Portland, Oregon.

Executive Committee.—Messrs. Billings, Cheney, Livingston, Stark and Tower.

Date of annual election, last Wednesday in September.

Person to address concerning this report, R. M. Newport, St. Paul.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $100,000,000.00.)

Common stock issued	$49,000,000 00
Preferred stock	51,000,000 00
Total stock	$100,000,000 00

Proportion for Minnesota (for 228½ miles, Junction to Moorhead, of total estimated length of the line, 2,250 miles)	$10,155,555 00

No bonded debt.

Floating debt	385,302 46
Proportion for Minnesota	156,400 64
Total of stock and debt	100,385,302 46

The common stock is issued in consideration and in pursuance of the plan of reorganization adopted at a meeting of the holders of the first mortgage bonds of the former organization, recognized and affirmed by the court in the proceedings whereby said mortgage was foreclosed.

The preferred stock is 8 per cent. interest-bearing, and issued for first mortgage bonds surrendered.

All the original stock issued by the new organization was issued of date February 1, 1876, to the former bondholders, who have surrendered their bonds for preferred stock. No other stock issued.

Number of stockholders at the last election of directors, about 9,000.

CHARACTERISTICS OF ROAD.

Lengths Operated.—Northern Pacific, Main Line, from Duluth to Moorhead, operated the whole year, miles..... 252.5
Western Railroad, from Sauk Rapids to Brainerd, operated the whole year, miles..... 60.5
St. Paul, Minneapolis, and Manitoba Railroad, from St. Paul to Sauk Rapids, track used jointly with the St. P., M. & M. R. R. Co., from April 21, 1879, miles.... 75.5

Total length operated, miles	388.5
Length operated, average for the year, miles	328.0
Additional sidings	10.5
Miles of iron rail	338.5
Miles of steel rail	60.5

The portion of the main line from Duluth to the N. P. Junction, 24 miles, is owned jointly and operated separately by the N. P. and the S. P. & D. roads.

Stations.—47. Common points, 21.

Bridges and Trestles.—68 wooden bridges, aggregating 8,837 feet; 45 wooden trestles, 2,554 feet.

Fencing.—38 miles of 5 rail board fence on Western, average cost 75 cents per rod.

Railroad Crossings at Grade.—St. P., M. & M. Railroad at Glyndon; Minneapolis & St. Louis Railway at St. Anthony Junction.

Equipment.—42 locomotives of more than 30, 3 of more than 20, and 2 of more than 10 tons weight, exclusive of tender; 6 first-class and 13 second-class passenger cars, 4 sleepers, 1 business car, 1 pay car, 1 observation car, 8 express and baggage cars, 541 box freight and stock cars, 599 flat and coal cars, 154 flat cars and 42 other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage.—Miles run by passenger trains..... 234,921
Miles run by freight trains..... 343,441

Total in Minnesota	578,362
Empty freight car mileage	2,168,076

Speed of Trains.—Miles per hour—express passenger, highest 35; schedule rate, including stops, 22; mail and accommodation, highest 35, schedule rate, including stops, 23; freight, highest 15; schedule rate, including stops, 10.

Tariffs.—Average per mile, passengers 4 cents; freight per ton 2.59 cents.

Tonnage.

Grain	47,244
Other agricultural products	1,292
Flour and meal	3,386
Provisions	4,120
Manufactures	9,218
Animals	4,344
Lumber	28,489
Other forest products	9,116
Iron, lead and mineral products	3,214
Stone, brick, lime, cement, sand, etc	5,041
Coal	1,457
Merchandise and other articles	28,347
Total	145,268
Passengers.—Whole No. carried	61,258
No. carried one mile, or passenger mileage	5,958,009
Average distance traveled by each passenger	97.2
Fuel Consumed.—Cords of wood	19,775
Tons of Coal	345.4
Freight Hauled.—No. of tons hauled one mile	27,062.33
Average distance for each ton carried—miles	186

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Farm Prod.	Lumber.	Other Forest Prod.	Mdse. and Misc.
Eastward.	*Bush.*	*Bush.*	*Bbls.*	*Tons.*	*M Ft.*	*Tons.*	*Tons.*
Rice's	15,252	.....	.....	.....	.....	.....	82
Royalton	6,442	22	.....	.....	.....	.....	7
Little Falls	10,692	9	3	1	.....	1	62
Belle Prairie	708	.....	.....	.....	.....	.....	16
Aitkin	.....	.....	41	.....	.....	.....	33
Brainerd	1,130	179	119	35	2	.....	316
Motley	49,999	.....	2	.....	28	.....	65
Aldrich	3,959	.....	3	12	.....	10	38
Wadena	65,734	3,385	8	21	35	13	59
New York Mills	.....	.....	.....	.....	1	.....	19
Perham	206,202	306	639	17	10	4	58
Frazee City	24	100	2,474	.....	.....	4	110
Detroit	27,732	584	1,145	4	.....	.....	79
Audubon	24,461	.....	181	1	.....	.....	107
Lake Park	70,419	406	5	15	.....	10	58
Hawley	68,661	.....	10	.....	.....	.....	43
Glyndon	109,590	320	14	.....	2	.....	178
Moorhead	101,143	.....	1,867	3	6	3	417
Fargo	250,515	3,652	5	.....	6	.....	215
Dakota Division	186,272	.....	.....	18	7	.....	2,053
Total	1,198,935	8,963	6,516	127	97	45	4,015
Total in tons	35,968	157	652	127	195	45	4,015

Commodities Shipped from Stations.—Continued.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Farm Prod.	Lumber.	Other Forest Prod.	Mdse. and Misc.
Westward.	*Bush.*	*Bush.*	*Bbls.*	*Tons.*	*M.feet.*	*Tons.*	*Tons.*
Foreign Roads at Sauk Rapids	3,813	247,664	2,022	434	1,660	177	25,600
St. Paul	2	75,829	921	203	206	60	5,721
Minneapolis	13	3,950	121	3	426	22	1,378
St. Anthony	.....	.....	.....	.....	359	58	133
Anoka	.....	.....	.....	.....	485	12	4
Itasca	.....	.....	2	.....	.....	.....	.....
Elk River	.....	3	.....	.....	.....	.....	6
Big Lake	.....	.....	.....	4	.....	.....	11
Clear Lake	.....	23	.....	.....	.....	.....	21
St. Cloud	.....	13,930	1	2	1	1	41
Sauk Rapids	6,583	18,044	14,475	84	1,018	.....	1,311
Rice's	38,366	.....	.....	.....	.....	.....	9
Royalton	13,172	.....	1	2	.....	.....	4
Little Falls	54,790	434	151	22	.....	.....	113
Belle Prairie	8,897	.....	.....	.....	.....	.....	2
Fort Ripley	589	.....	.....	.....	.....	.....	.....
Duluth	15	11,620	26	34	3,556	1,479	10,432
Fond du Lac	.....	.....	.....	.....	.....	120	.....
Thomson	.....	.....	.....	.....	2,035	663	46
N. P. Junction	.....	14	125	1	1,990	2,218	1,309
Aitkin	.....	.....	3	.....	6	105	288
Brainerd	.....	25,446	2,162	94	269	460	1,001
Motley	.....	.....	14	.....	781	290	65
Aldrich	.....	.....	.....	.....	.....	770	8
Wadena	.....	3	18	14	261	212	33
New York Mills	.....	.....	.....	.....	156	1,041	9
Perham	436	491	316	81	350	550	85
Frazee City	333	44	3,963	22	580	153	117
Detroit	.....	40	742	35	.....	540	54
Audubon	.....	.....	567	.....	.....	60	149
Lake Park	.....	249	25	67	.....	80	47
Hawley	1,103	673	72	63	.....	.....	53
Glyndon	1,000	15,620	1,100	.....	8	.....	3,727
Total	129,112	414,077	26,827	1,165	14,147	9,071	51,777
Total in tons	3,873	7,246	2,683	1,165	28,294	9,071	51,777

Business and Receipts.

STATIONS.	FREIGHT.		PASSENGERS.	
	Forwarded.	Received.	From	To
	Tons.	*Tons.*	*Number.*	*Number.*
Foreign roads at Sauk Rapids	34,181	7,090	15,919	9,399
St. Paul	7,815	276	2,601	822
Minneapolis	2,338	2,337	224	539
St. Anthony	909	13	64	3
Anoka	987	.....	22	26
Itaska	1	.....	2	2
Elk River	6	1	24	24
Big Lake	16	2	19	12
Clear Lake	21	.....	2	5
St. Cloud	288	9	46	162
Sauk Rapids	5,392	316	2,559	2,533
Watab	.....	.....	93	126
Rice's	1,701	424	689	503
Royalton	602	184	368	392
Little Falls	2,186	945	1,943	1,999
Belle Prairie	307	76	344	341
Fort Ripley	18	.....	258	291
Crow Wing	.....	.....	102	176
Duluth	19,264	36,416	1,958	1,397
Oneota	.....	.....	31	20
Spirit Lake	.....	.....	12	5
Fond du Lac	120	.....	345	260
Thomson	4,778	65	183	205
N. P. Junction	7,521	309	815	791
Norman	.....	.....	131	168
Island Lake	.....	1	189	216
Sicottes	.....	.....	108	191
Kimberly	.....	.....	185	273
Aitkin	442	1,834	1,645	1,899
Withington	.....	.....	114	201
Brainerd	3,160	5,324	6,102	6,139
Clayton	.....	.....	85	94
Pillager	.....	.....	15	121
Motley	3,539	523	735	826
Aldrich	959	501	604	456
Verndale	.....	.....	581	1,185
Wadena	2,976	1,495	1,746	1,570
Bluffton	.....	.....	147	273
N. Y. Mills	1,382	328	709	751
Perham	7,823	1,033	1,411	1,485
Frazee City	2,223	579	872	875
Detroit	1,743	1,344	2,543	2,709
Audubon	1,127	618	886	945
Lake Park	2,404	1,094	1,283	1,334
Hawley	2,272	840	816	889
Muskoda	.....	.....	117	238
Glyndon	7,632	5,683	3,214	3,502
Moorhead	3,656	6,715	2,535	3,419
Fargo	7,806	20,666	2,933	4,582
Dakota Division	7,673	48,227	2,929	6,884
Total	145,268	145,268	61,258	61,258

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$701,969 03	Maintenance of way	$161,113 73
Passengers	238,383 11	Maintenance buildings	2,592 04
Mails	19,970 92	Maintenance rolling stock	53,870 00
Express	10,269 14	Conducting transportation	178,827 68
Miscellaneous	6,896 21	General expenses	21,407 51
Total	$977,488 41	Total	$417,810 96

Ratio of passenger to freight earnings as 1 to 2.94.

Average gross earnings per mile (average 328 miles) of road	$2,980 15
Average gross earnings per train mile	$1 69

Operating expenses were 42.9 per cent. of gross earnings.

Operating expenses per mile of road (328 miles)	$1,273 81
Operating expenses per train mile	$0 72
Net earnings	$559,677 45
Net earnings per mile of road (328 miles)	$1,706 34
Net earnings per train mile	$0 97

Payments in addition to operating expenses.

Construction account	$9,314 75
Additional equipment	21,638 25
Lease of Western Railroad	64,777 56
Use of track of St. P. M. & M.	7,777 77
Taxes	14,934 82
Total	$118,443 15

REGULATIONS, MAILS, ETC.

Trains come to a full stop before crossing other railroads.

Trains whistle 80 rods from highway crossings, and ring bell thence to the crossings.

Use Miller's platform and coupler, and Westinghouse's air brake.

Government pays $70.00 per mile per annum on the Minnesota Division for carrying one mail each way daily, except Sunday. Rates not fixed for the leased lines.

The United States and American Express Companies pay 1½ first class rates except between a few points where they have special rates. Express matter taken at the depot.

LANDS.

Whole number of acres received of Congressional grant		990,619.30
Whole number of acres yet to inure		1,946,980.70
Sold and contracted during the year ending December 31, 1878, acres	62,893.75	
During 6 months ending June 30, 1879	8,568.00	
Total in 18 months ending June 30, 1879, acres		69,461.75
Receipts from sales during the year ending December 31, 1878	$264,896 83	
Receipts from contracts, etc., year ending December 31, 1878	22,323 99	
Total receipts in 1878		$287,220 82
Receipts from sales during six months ending June 30, 1879	$29,611 50	
Receipts from contracts, etc., during six months ending June 30, 1879	6,635 90	
Total receipts during six months ending June 30, 1879		$36,247 40
Total receipts during 18 months ending June 30, 1879		$323,468 22

Summary.—

Whole no. of acres received	990,619.30
Whole no. of acres sold and contracted to December 31, 1878	382,751.81
Whole no. of acres sold and contracted to June 30, 1879	391,319.81
Total of receipts to December 31, 1878	$2,320,432 02
Total of receipts to June 30, 1879	2,356,679 42
Average price of lands sold in 1878, per acre	$4 21
Average price of lands sold in 1879, per acre	3 45
Average price of lands at which now held per acre	3 25

HISTORY.

Date of original charter (act of Congress) July 2, 1864. By joint resolution of May 31, 1870, authorized to issue its bonds and secure the same by mortgage on all its property, rights and franchises, including the franchise to be a corporation.

Some thirty millions dollars of bonds were issued. January 1, 1874, the company made default in the payment of interest, and said default continuing on the 16th of April, 1875, the trustees and certain bondholders commenced proceedings to foreclose. Sale was made on Aug. 12, 1875, and all the property, railroad and franchises mortgaged (except lands patented or certified to the company which are yet in the hands of a receiver) were purchased by a committee of bondholders for $100,000 cash for all bondholders who shall have assented to a plan of reorganization adopted June 30, 1875, and surrendered their bonds for preferred stock of the re-organized company in accordance with such plan. Only about $600,000.00 of the bonds are now outstanding. The new organization was perfected September 29, 1875.

The Main line from Duluth to Moorhead was put in operation about September 1, 1871.

The Western Railroad of Minnesota, from Sauk Rapids to Brainerd, 60½ miles, was leased of the company of that name for ninety-nine years from May 1, 1878, for rental of 35 per cent. of gross earnings.

Under a contract with the St. Paul, Minneapolis & Manitoba Railroad, the Northern Pacific began to run its own trains on the branch line between Sauk Rapids and St. Paul, 75½ miles, on April 21, 1879.

The Northern Pacific is to have perpetual use of the Branch Line, in common with the St. Paul, Minneapolis & Manitoba Railroad, suitable and convenient accommodations at the passenger station in St. Paul, suitable and proper connections with all other railroads touching the said station and depot grounds in St. Paul, terminal facilities at Minneapolis and St. Cloud for a period not to exceed five years, and the exclusive use for freight purposes of not less than ten acres of land in St. Paul. The St. Paul, Minneapolis & Manitoba is to put the line between St. Paul and Sauk Rapids in good order and condition as a road of its class, and from and after the date when this is done, it is to be maintained at the joint expense of the two companies, on the basis and in the proportion of the number of wheels per mile run over the same by the lines respectively, to be determined and settled monthly. Station service at St. Anthony, and between there and Sauk Rapids, to be apportioned on the same basis. This company is to pay $40,000 annually, in equal monthly installments, to the St. Paul, Minneapolis & Manitoba Railroad.

ACCIDENTS.

A. To Persons.

Passengers.—J. W. Ott, March 25, 1879, at New York Mills, injured by breaking of truck of the car, in which Mr. Ott rode with his stock.

Allen DeWitt, June 5, 1879, at Detroit, rear collision of trains; hip injured.

Employees.—P. Cullen, brakeman, May 20, 1879, at N. P. Junction, hand mashed while coupling cars.

Total, 2 passengers (accident beyond their control) and 1 employee (accident from own want of caution).

B. To Trains.

January 16, 1879, to passenger train, caused by broken wheel under car; train not materially damaged.

March 4, 1879, mixed train No. 4 jumped the track at N. P. Junction; no one injured and no damage done.

March 25, 1879, to stock train at New York Mills, caused by broken truck under stock car; one man injured and one car badly damaged.

May 5, 1879, seven cars of a tie train thrown from track near Perham by a tie falling under the wheels; one car damaged.

May 6, 1879, to mixed train No. 6 at Greely side track, caused by misplaced switch; no damage.

May 14, 1879, to freight train No. 27 at St. Paul, caused by misplaced switch; two cars damaged.

May 15, 1879, to freight train No. 13 at Muskoda, caused by spreading of the rails; no damage.

June 5, 1879, to freight train No. 15 at Detroit, caused by being run into by special westbound train; one person injured and 10 cars ditched, making a total wreck of 7 cars and 1 engine.

June 9, 1879, to freight train at Island Lake, caused by brake-beam coming down and throwing truck off the track, ditching and damaging 3 cars.

THE WESTERN R. R. CO., OF MINNESOTA.

(Supplementary report concerning officers, capital stock, etc.)

OFFICERS.

Geo. L. Becker, President,	St. Paul.
S. E. Neiler, Vice President,	Minneapolis.
R. M. Newport, Secretary and Treasurer,	St. Paul.
J. B. Power, Land Commissioner,	St. Paul.

Directors.—Geo. L. Becker, Alex. Ramsey, L. E. Reed, F. R. Delano, and R. M. Newport, of St. Paul; S. E. Neiler, Minneapolis; Frederick Billings, Woodstock, Vt.; C. B. Wright, Philadelphia; Geo. Stark, Nashua, N. H.

Executive Committee.—Messrs. Becker, Reed and Stark.

Annual election of directors, first Wednesday in June.

Person to address concerning this report, R. M. Newport.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $100,100.00.)

Common stock issued, all to present holders, at par	$100,100 00
Seven per cent. first mortgage bonds, due May 1, 1907	500,000 00
Seven per cent. land grant mortgage bonds, due May 1, 1907	100,000 00
Total stock and debt	$700,100 00
Amount per mile of road	11,571 90
Amount of cash realized from sale of bonds	250,000 00

COST OF ROAD.

Right of way	$9,386 43
Construction (including discount on bonds)	676,111 03
Total	$685,497.46
Average cost per mile of road	11,330 54

Construction account not closed.

Payments during the year.—

Construction account	$9,262 65
Taxes	426 13
Interest on bonds	42,000 00
Ten per cent. dividends on stock	10,010 00
General expenses	5,229 14
Total	$66,927 92

GENERAL BALANCE SHEET, JULY 1, 1879.

Assets.—

60½ miles of road at cost	$685,497 46
Cash in hands of treasurer and balance due from individuals	72,055 78
	$757,553 24

Liabilities.—

Capital stock	$100,100 00
First mortgage bonds due in 1907	100,100 00
Land grant mortgage bonds due in 1907	500,000 00
Unpaid current bills	12,227 35
Interest on bonded debt accrued and not yet due	8,000 00
Profit and Loss	37,225 89
	$757,553 24

LANDS.

Acres received of Congressional grant		290,830.00
Acres yet to inure, estimated		99,570.00
Acres sold and contracted in year ending December 31, 1878	12,221.26	
Acres sold and contracted in six months ending June 30, 1879	4,770.75	
Acres, total disposed of in 18 months ending June 30, 1879		16,992.01
Receipts from sales in year ending Dec. 31, 1878	$4,633 39	
Receipts from contracts in year ending Dec. 31, 1878.	342 68	
Receipts from forfeitures, stumpage, etc., in year ending December 31, 1878	684 73	
Receipts, total in 1878		$5,660 80
Receipts from sales in 6 months ending June 30, 1879.	$2,109 03	
Rec'ts from contracts in 6 mos. ending June 30, 1879.	1,795 40	
Receipts from forfeitures, stumpage, etc., in 6 months ending June 30, 1879	3,543 78	
Receipts, total in 6 mos. ending June 30, 1879.		$7,448 21
Receipts, total in 18 mos. ending June 30, 1879.		$13,109 01
Average price per acre of lands disposed of in 1878..		$2 72
Average price per acre of lands disposed of in 1879..		2 99
Average price at which lands are now held		1 25 to 8 00

HISTORY.

The Western Railroad Company of Minnesota was, on January 29, 1874, incorporated under the provisions of Title 1, Ch. 34 of the General Statutes, and amendments thereto of January 29, 1874. The work of construction was begun about May 25, 1877, and the road completed November 1, 1877.

From date of completion to May 1, 1878, the road was operated by the

Western Railroad Company. On May 1, 1878, the road was leased to the Northern Pacific Railroad Company for a term of 99 years, at a yearly rental of 35 per cent. of gross earnings for each of the first five years and 40 per cent. thereafter.

Characteristics of road, and business of the year, are included in the statements concerning the Northern Pacific Railroad.

ST. PAUL & DULUTH R. R. CO.

OFFICERS.

John P. Ilsley, President, and Land Commissioner, - -	St. Paul.
Wm. H. Rhawn, Vice President, - - -	Philadelphia.
E. Q. Sewall, Secretary and Treasurer, - - -	St. Paul.
James Smith, jr., Solicitor, - - - -	St. Paul.
Geo. H. Smith, General Superintendent, - - -	St. Paul.
C. F. Cruft, General Ticket Agent, and Auditor, -	St. Paul.
A. M. Eddy, General Freight Agent, - - - -	St. Paul.
F. W. Cole, Chief Engineer.	

General offices at St. Paul, Minn.

Directors.—John P. Ilsley, W. H. Rhawn, E. W. Clark, Geo. Whitney, E. A. Rollins and C. H. Clark, all of Philadelphia; Jas. Smith, jr., and J. Q. Adams, of St. Paul, and C. H. Graves, of Duluth.

Date of annual election of directors, third Monday in June.

Person to address concerning this report, C. F. Cruft, St. Paul.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $12,000,000.)

Common stock issued	$3,960,764 68
Preferred	5,137,101 58
	$9,097,866 26

All stock issued in exchange for bonds and other securities of the Lake Superior and Mississippi Railroad Company under the plan of reorganization. Rate of interest on preferred stock, 7 per cent if earned.

Debt.—No bonded debt and no floating debt at date of report, except current liabilities covered by materials on hand and accounts receivable.

CHARACTERISTICS OF ROAD.

Length.—Main Line from St. Paul to Duluth, 156 miles; Branch from Stillwater to White Bear, 13 miles. Total 169 miles, of which 20 miles are steel rail. Additional length of sidings, 22 miles.

Stations.—28.

Fencing.—50½ miles, post and board.

Railroad Crossings.—None at grade.

Bridges and Trestles.—5 wooden bridges, aggregate length 198 feet; 5 combination iron bridges, aggregating 556 feet; 118 wooden trestles aggregating 17,316 feet.

Equipment.—18 locomotives of more than 30, and 6 of more than 20 tons weight, exclusive of tender; 5 first and 5 second class passenger cars; 4 express and baggage cars; 334 box freight and stock cars; 151 flat and coal cars; 79 hand and other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage.—Miles run by passenger trains	122,813
Miles run by freight and mixed trains	250,612
Total	373,425
Miles run by empty freight cars	1,116,779

Speed of Trains.—Miles per hour for express passenger, highest 30, schedule rate, including stops, 20; for freight, highest 15, schedule rate, including stops, 10.

Tariffs.—Average rate per mile, 3.25 cents for through, and 4 cents for local passengers; 1.43 cents per ton for freight.

Tonnage.

Grain	tons,	39,505
Agricultural products, except grain	"	9,415
Flour and meal	"	39,834
Provisions	"	789
Manufactures	"	2,563
Animals	"	1,363
Lumber	"	46,636
Other forest products	"	50,477
Iron, lead and mineral products	"	7,079
Stone, brick, lime, cement, sand, etc	"	1,701
Coal	"	21,492
Merchandise and other articles	"	32,068
Total	"	252,922

Passengers.—Number carried, 61,525; passenger mileage or number carried one mile, 2,201,992; average distance traveled by each passenger, 35.79 miles.

Fuel consumed.—18,261½ cords of wood.

Freight hauled.—Average per car, 6.13 tons; average per train, 98.7 tons.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Products.	Lumb'r	Other Forest Prods.	Md'se. and Miscl.
Northward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M. feet.*	*Tons.*	*Tons.*
St. Paul	415,920	42,018	56,609	3,548	176	36	4,692
Stillwater	315,037	1,432	69,338	1,225	402	159	1,698
White Bear	3,055	.....	21,255	1	.....	1	6
Forest Lake	367	.....	.....	8	.....	.....	11
Wyoming	3,615	283	.....	60	.....	.....	12
North Branch	25,938	545	231	738	.....	.....	59
Harris	26,892	133	231	641	3	.....	45
Rush City	28,256	72	285	314	32	.....	132
Pine City	1,413	53	.....	154	758	.....	18
Hinckley	.....	.....	.....	13	76	.....	574
Kettle River	.....	.....	.....	.....	45	.....	4
Moose Lake	.....	.....	.....	1	46	.....	4
N. P. Junction	.....	.....	.....	17	.....	.....	7
Thomson	.....	.....	.....	.....	77	.....	11
Fond du Lac	.....	.....	.....	.....	.....	.....	30
M. & St. L. Rw.	372	5,447	240,851	3,406	326	30	2,564
St. P. & P. R. R.	57,750	2,139	.....	118	.....	.....	.....
St.P.& S.C.R.R.	.....	297,752	.....	.....	.....	.....	.....
Total	878,635	349,874	388,850	10,244	1,941	226	9,867
Total in tons.	26,359	9,995	38,885	10,244	3,126	226	9,867
Southward.							
Duluth	62,253	2,689	216	89	1,104	1,292	52,452
Fond du Lac	.....	.....	.....	15	.....	287	6
Thomson	.....	.....	.....	4	821	907	43
N. P. Junction	.....	.....	.....	39	61	1,743	36
Moose Lake	.....	.....	.....	9	438	4,931	163
Kettle River	.....	.....	.....	45	785	1,561	26
Hinckley	.....	.....	.....	79	13,046	4,403	134
Pine City	.....	99	.....	84	2,016	11,302	128
Rush City	11,152	992	.....	21	1,455	13,130	200
Harris	6,481	66	.....	32	270	2,550	32
North Branch	13,980	193	162	15	.....	2,288	86
Wyoming	2,830	.....	.....	92	.....	1,206	71
Forest Lake	4,411	75	.....	9	.....	2,358	10
White Bear	350	.....	.....	.....	75	2,290	1,702
Stillwater	.....	628	311	1	7,501	3	1,616
Total	101,457	4,742	689	534	27,572	50,251	56,705
Total in tons.	3,044	107	69	534	43,510	50,251	56,705

Business and Receipts.

	FREIGHT.			PASSENGERS.		
	Forwarded.	Received.	Receipts.	No. from.	No. to.	Receipts.
	Tons.	*Tons.*				
St. Paul	27,742	116,941	$124,879 76	15,606	16,278	$21,196 19
Stillwater	34,992	11,460	17,647 09	7,113	6,846	8,716 51
Wilson	.....	.....	.....	17	50	.....
Summit	.....	.....	.....	14	7	.....
White Bear	6,359	4,271	4,800 01	15,233	15,387	1,644 15
Centerville	.....	.....	.....	330	490	.....
Rice Creek	.....	.....	.....	63	53	.....
Forest Lake	2,541	274	512 13	811	799	479 40
Wyoming	1,643	737	1,606 74	1,394	1,329	1,187 55
Stacey	.....	.....	.....	235	235	.....
North Branch	4,440	1,174	2,819 28	1,895	1,889	1,884 85
Harris	4,806	517	1,423 29	905	917	796 35
Rush City	19,411	1,558	4,213 20	2,887	2,968	2,753 80
Rock Creek	.....	.....	.....	788	770	.....
Pine City	16,595	1,997	5,792 54	3,701	4,014	4,314 80
Mission Creek	.....	.....	.....	422	614	.....
Hinckley	27,676	2,141	4,056 26	1,484	1,498	2,242 00
Miller	.....	.....	.....	80	110	.....
Kettle River	3,134	563	1,736 25	424	413	1,080 35
Moose Lake	5,853	288	871 39	513	491	633 30
Sturgeon Lake	.....	.....	.....	11	12	.....
Barnum	.....	.....	.....	159	207	.....
Mahtowa	.....	.....	.....	249	334	.....
N. P. Junction	1,944	2,850	6,430 03	1,131	1,108	1,499 30
Thomson	2,553	717	2,148 36	618	616	757 65
Greeley	.....	.....	.....	9	17	.....
Fond du Lac	340	727	573 23	498	476	280 05
Spirit Lake	.....	.....	.....	63	84	.....
Oneota	.....	.....	.....	94	155	.....
Rice's Point	.....	.....	.....	85	21	.....
Duluth	51,447	78,200	178,893 12	4,693	3,342	11,433 70
M. & St. L. Railway	30,757	28,382	13,780 99	.....	.....	.....
St. P. & P. Railroad	1,885	.....	.....	.....	.....	.....
St. P. & S. C. Railroad	8,804	.....	.....	.....	.....	.....
N. P. Railroad	.....	125	.....	.....	.....	.....
Conductor's collections	.....	.....	.....	.....	.....	8,787 46
Foreign roads	.....	.....	.....	.....	.....	10,233 78
Total	252,922	252,922	$372,183 67	61,525	61,525	$79,921 19

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$372,183 67	Maintenance of way	$105,357 02
Passenger	79,921 19	" of buildings	5,017 02
Mail	10,140 21	" of rolling stock,	60,843 98
Express	3,741 33	Conducting transportation	159,644 05
Rents	3,104 84	General expenses	24,840 86
Miscellaneous	325 00		
Total	$469,416 24		$355,702 93

Ratio of passenger to freight earnings, as 1 to 4.66.

Operating expenses were 76 per cent. of gross earnings.

Average gross earnings per mile of road	$2,777 61
Average gross earnings per train mile	1 26
Average operating expenses per mile of road	2,098 33
Average operating expenses per train mile	0 95
Net earnings (gross earnings deducting operating expenses.)	113,713 31
Net earnings per mile of road	672 86
Net earnings per train mile	0 30

Payments in addition to operating expenses.

Construction account, $22,789.28; additional equipment, $49,633.10; taxes, $11,519.58; lease of branch from Stillwater to White Bear, $20,000; total, $103,941.96.

REGULATIONS, MAILS, ETC.

Eighty rods before crossing a highway the whistle is sounded and the bell rung until crossed. At city crossings a flagman is stationed.

Use Miller's platform and coupler; hand brakes.

During the past year the Government has paid us on the average $2,659.79 per quarter for carrying mails.

The United States Express Company runs on this road, taking and delivering goods at the cars and paying 1½ first class rates.

Date of original charter, May 23, 1857. Road completed from St. Paul to Duluth, 156 miles, August 1, 1870.

The property (road, franchise and lands) of the Lake Superior and Mississippi Railroad Company was sold upon foreclosure in the United States Circuit Court, May 1 1877, and bought for the benefit of the bond and stockholders. New company organized June 27, 1877.

Commenced to operate the branch from White Bear to Stillwater ("Stillwater and St. Paul Railroad,") 13 miles, December 28, 1870. The lease of this branch is for 999 years, from January 1, 1871, and the annual rental $20,000.

The St. Paul and Duluth Railroad operates jointly with the Northern Pacific Railroad the 24 miles from N. P. Junction to Duluth, and owns half interest in the same.

LANDS.

Number of acres received of Congressional grant	847,585.47
Number of acres received of swamp land grant	593,704.26
Total	1,441,289.73

Yet to inure, 144,414.53 acres of Congressional grant, and 100,695.74 of swamp lands.

Number of acres sold and contracted, year ending Dec. 31, 1878	12,744.86
Number of acres sold and contracted, 6 months ending June 30, 1879	3,389.36
Number of acres sold and contracted, 18 months ending June 30, 1879	16,134.22
Receipts from lands, year ending Dec. 31, 1878	$298,832 53
Receipts from lands, 6 months ending June 30, 1879	15,952 49
Receipts from lands, 18 months ending June 30, 1879	$314,785 02
Number of acres sold in all years ending June 30, 1879	125,345.80
Acres in outstanding contracts, June 30, 1879	44,202.26
Receipts from lands in all years to June 30, 1879	$1,293,458 51

ACCIDENTS.

A. *To Persons.*

August 30, 1878, at Rock Creek, John Henley, an employee, by own want of care had foot crushed by tender while switching.

April 8, 1879, at Fourth Street Crossing, St. Paul yard, a switch engine ran into an incautious team, slightly injuring driver (unknown Frenchman) and team.

February 9, 1879, at St. Paul yard, John Maylan, an employee, had hand smashed through want of caution while switching; hand amputated; lockjaw set in, and the man died about ten days after the accident.

B. *To Trains.*

July 11, 1878, ten box freight cars jumped the track on Stillwater Branch.

October 19, 1878, engine No. 4, on passenger train, ran into some box cars standing on main track near St. Paul. Engine slightly damaged.
October 28, 1878, engine No. 111, on train No. 3, near White Bear, burned about 100 flues.
December 27, 1878, train No. 5 ditched three cars near Mission Creek; very little damage.
January 3, 1879, train No. 8 ditched three cars near Pine City; very little damage.
January 10, 1879, train No. 8 broke up two flat cars when switching.
January 18, 1879, train No. 6, ditched six empty cars near Pine City.
January 21, 1879, engine No. 103, on train No. 1, going into St. Paul & Pacific depot was run into by St. Paul & Pacific engine backing up to their shops.
February 13, 1879, train No. 6 ditched two empty cars near Mission Creek.
February 14, 1879, engine No. 107, on train No. 8, broke a tire near Moose Lake.
February 20, 1879, engine No. 103 broke a side rod near North Branch.
February 24, 1879, engine No. 101 broke a side rod near Hinckley.
March 1, 1879, engine No. 5 broke a tire in the St. Paul yard.
March 2, 1879, caboose car No. 1048, on work train, jumped the track between Pine City and Rock Creek.
March 4, 1879, engine No. 102 broke a side rod near Pine City.
March 11, 1879, engine No. 102 ran into washout at Duluth; no damage.
March 21, 1879, engine No. 102 broke side rod near Pine City.
Same date, five cars ditched at Barnum.

The following supplementary report is submitted regarding the

STILLWATER AND ST. PAUL R. R. CO.

(Length of St. Paul & Duluth R. R., from Stillwater to White Bear.)

OFFICERS.

David Bronson, President, - - - - - -	Stillwater.
F. V. Comfort, Secretary, - - - - - -	Stillwater.
E. Q. Sewall, Treasurer, - - - - - -	St. Paul.

Directors.—John McKusick, David Bronson and H. R. Murdock, all of Stillwater; John P. Ilsley, W. G. Moorhead and Saml. M. Felton, all of Philadelphia; and James Smith, jr., of St. Paul.

CAPITAL STOCK AND DEBT.

Common stock issued	$400,000 00
Bonded debt	377,000 00
Total of stock and debt	$777,000 00

LANDS.

Whole number of acres received	65,113.64
Contracted to be sold to December 31, 1878, acres	10,559.85
Contracted to be sold to June 30, 1879, acres	11,437.72
Receipts from lands to December 31, 1878	$38,465 78
Receipts from lands to June 30, 1879	42,604 20
Average price per acre of lands disposed of	4 55

No lands disposed of previous to 1878.

ST. PAUL & SIOUX CITY R. R. CO.

OFFICERS.

E. F. Drake, President.
J. L. Merriam, Vice President.
Geo. A. Hamilton, Secretary and Auditor.
E. C. Palmer, Solicitor.
Horace Thompson, Treasurer.
J. W. Bishop, General Manager.
Jno. F. Lincoln, Superintendent.
T. P. Gere, Chief Engineer.
W. H. Dixon, General Ticket Agent.
Jas. C. Boyden, General Freight Agent.
J. H. Drake, Land Commissioner.

General offices and addresses of the above officers, St. Paul, Minn.

Directors.—E. F. Drake, J. L. Merriam, H. Thompson, G. A. Hamilton, R. Blakeley, A. H. Wilder, H. H. Sibley, Jno. S. Prince, J. W. Bishop, W. R. Merriam, C. H. Bigelow and W. Rhodes, all of St. Paul; H. G. and T. A. Harrison, of Minneapolis, and R. F. Hersey, of Stillwater.

Executive Committee.—Messrs. Blakeley, Wilder, Prince, Thompson, Sibley, H. G. Harrison and E. F. Drake.

Date of annual election of officers, first Wednesday in May.

Person to address concerning this report, J. W. Bishop, St. Paul.

CAPITAL STOCK, DEBTS, ETC.

(Capital stock authorized, $5,000,000.)

Common Stock issued	$2,400,000 00
Preferred Stock, (8 per cent. interest)	2,071,354 84
Total of stock	$4,471,354 84
Ten per cent. equipment bonds	49,000 00
Floating debt	587,135 03
Total of stock and debt	$5,107,489 87
Amount per mile of road, 122 miles	41,865 03

COST OF ROAD.

Construction, including equipment and supplies	$4,696,362 66
Ditto, per mile of road, 122 miles	38,493 77
Value of all other property	574,523 07

CHARACTERISTICS OF ROAD.

Length.—From St. Paul to St. James, 121.27 miles; additional sidings and other track, 12½ miles. Miles of iron rail, 74.35; and of steel rail, 46.92.

The foregoing includes the length from St. Paul to Mendota, 5.20 miles, owned and maintained jointly, and operated separately, by this company and by the Chicago, Milwaukee & St. Paul Railway Company.

Stations.—18. Common points, 7.

Bridges and Trestles.—6 Howe truss, aggregate length 1,667 feet; one three-span iron bridge of 300 feet; and 57 wooden trestles and pile bridges, aggregating 9,075 feet.

Fencing.—170.75 miles of post and board, 1.78 mile of sod and ditch, and 25 miles of barbed wire.

Railroad Crossings at Grade.—Hastings & Dakota at Shakopee; Minneapolis & St. Louis at Merriam; Winona & St. Peter 2½ miles west of Kasota; Winona, Mankato & New Ulm, one mile east of Mankato; and Central of Minnesota at West Mankato.

Equipment.—8 locomotives of more than 30, 7 of more than 20, and 1 of more than 10 tons weight, exclusive of tender; 4 first-class passenger cars, 5 express and baggage cars, 392 box freight and stock cars, 100 flat and coal cars, 53 hand and push cars, 1 sleeping car, 1 wrecking car, ½ interest in a business car.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage.—Miles run by passenger trains	92,749
Miles run by freight and mixed trains	204,258
	297,007
Empty freight car mileage	742,119

Speed of Trains.—Miles per hour—express passenger, highest 35, schedule rate including stops 22½; mail and accommodation, highest 30, schedule rate including stops, 15; freight, highest 15, schedule rate including stops, 9.

Tariffs, average rate per mile.—Passengers, 3.45 cts.; freight 2.22 cts. per ton.

	Tons.	Per cent. of total.
Tonnage.—Wheat	65,130	26.60
Other grain	24,349	9.90
Flour and meal	3,132	1.30
Provisions	3,827	1.50
Manufactures	3,843	1.60
Animals	4,319	1.70
Lumber	56,444	23.00
Other forest products	16,147	6.70
Stone, brick, lime, cement, sand, etc	9,178	3.80
Coal	6,472	2.70
Merchandise and miscellaneous	51,713	21.20
Total	244,554	100.00

Freight mileage, or paying freight carried one mile, 2,098,933 tons.

Passengers.—Whole number of paying passengers carried, 77,767; passenger mileage, or passengers carried one mile, 3,673,613; average distance travelled by each passenger, 47 miles; average fare collected of each passenger, $1.63.

Fuel consumed.—11,958 cords of wood and 1,632 tons of coal.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Lumber.	Other Forest Prod.	Mdse. and Misc.
Eastward.	*Bushels.*	*Bushels.*	*Barrels.*	*M. feet.*	*Tons.*	*Tons.*
Hamilton	39,367	.....	310	.....	.....	69
Shakopee	20,033	.....	370	.....	191	4,715
Merriam	333	.....	.....	.....	1,816	9,197
Jordan	5,933	.....	30	.....	590	427
Belle Plaine	86,033	1,200	920	.....	355	1,089
Blakeley	36,867	80	.....	.....	40	223
Henderson	110,833	14,680	8,400	.....	200	816
Le Sueur	141,733	10,880	8,570	19	70	1,258
Ottawa	10,800	800	1,410	17	20	91
St. Peter	117,667	4,600	2,910	.....	.....	516
Kasota	3,533	2,960	20	2	10	987
Mankato	29,969	880	730	9	22	4,276
Minneopa	24,433	.....	.....	.....	.....	.....
Lake Crystal	89,367	6,040	1,010	.....	.....	281
Madelia	71,600	4,480	.....	.....	.....	583
St. James	1,346,633	904,960	5,940	.....	.....	2,702
Total	2,135,132	951,560	30,620	47	3,358	27,283
Total in tons	64,054	23,789	3,062	59	3,358	27,283
Westward.						
St. Paul	23,863	8,720	90	28,026	546	39,970
Mendota	.....	.....	.....	.....	72	169
Hamilton	2,366	.....	.....	.....	.....	4
Shakopee	6,633	.....	.....	16	.....	770
Merriam	1,233	.....	100	16,871	20	3,947
Jordan	67	.....	10	.....	.....	52
Belle Plaine	.....	.....	.....	.....	230	19
Blakeley	.....	.....	.....	.....	260	52
Henderson	.....	.....	.....	.....	1,979	163
Le Sueur	.....	.....	.....	8	4,245	601
Ottawa	67	.....	.....	.....	480	95
St. Peter	.....	.....	200	17	1,551	220
Kasota	268	40	.....	25	860	975
Mankato	267	9,400	180	74	2,390	4,467
Minneopa	.....	.....	.....	.....	197	.....
Lake Crystal	1,066	1,760	120	.....	31	447
Madelia	33	2,480	.....	.....	.....	118
Total	35,863	22,400	700	45,109	12,789	52,069
Total in tons	1,076	560	70	56,385	12,789	52,069

Business and Receipts.

STATIONS.	Freight forwarded.	Passengers from	STATIONS.	Freight forwarded.	Passengers from.
	Tons.	*Number.*		*Tons.*	*Number.*
St. Paul.....	76,491	15,083	Ottawa	1,194	634
Mendota	259	1,708	St. Peter.....	6,317	4,912
Nicols	.....	72	Kasota.....	3,056	968
Hamilton ...	1,356	1,341	Mankato.....	12,514	11,444
Bloomington	.....	162	Minneopa....	930	145
Shakopee ...	6,533	5,609	Lake Crystal..	3,780	2,352
Merriam	36,170	4,328	Iceland	.....	41
Jordan.....	1,253	2,295	Madelia.....	3,024	1,665
Belle Plaine.	4,396	2,487	Lincoln	.....	13
Blakeley	1,683	1,048	St. James	66,319	9,665
E. Henderson	7,690	2,524	Mileage Tic'ts	.....	6,259
Le Sueur	11,589	3,012	Total.....	244,554	77,767

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$468,796 72	Maintenance of way.....	$147,528 98
Passengers.....	126,861 72	Maintenance of buildings.	3,283 43
Mails	8,891 90	Maintenance of rolling stock	75,428 01
Express.....	6,874 62	Conducting transportation	119,670 81
Miscellaneous.....	8,189 05	General expenses.....	30,659 06
Total	$619,614 01	Total.....	$376,570 29

Ratio of passenger to freight earnings, as 4 to 15.

Average gross earnings per mile of road, 122 miles.....	$5,078 80
Average gross earnings per train mile.....	2.09 cents

Operating expenses were 60.7 per cent. of gross earnings.

Average operating expenses per mile of road.....	$3,086 64
Average operating expenses per train mile.....	1 27
Net earnings.....	243,043 72
Net earnings per mile of road.....	1,992 16
Net earnings per train mile.....	0 82

Expenses in addition to Operating Expenses.

Construction.....	$47,363 16	Insurance.....	$2,611 21
Equipment	61,049 90	Interest current account..	16,053 09
Interest equipment bonds,	4,900 00	Right of way.....	267 14
Real Estate.....	4,367 39		
Taxes	18,524 83	Total.....	$317,547 76
Pref. stock div. 8 per ct..	162,411 04		

BALANCE SHEET, JULY 1, 1879.

Assets.—

Railroad equipment and supplies.....	$4,696,362 66
St. Paul and Sioux City stock	7,200 00
Sioux City and St. Paul stock	31,114 82
Worthington and Sioux Falls stock.....	40,000 00
Real estate.....	103,763 52
Free land-contracts.....	70,351 06
Branch lines.....	319,767 84
Bills receivable.....	2,325 83
	$5,270,885 73

Liabilities.—

Capital stock	$2,400,000 00
Preferred stock	2,007,196 84
Compensation scrip	64,158 00
Equipment bonds	49,000 00
Bills payable	231,750 00
Personal and current accounts	355,385 03
Profit and loss, (including previous balance,)	163,395 86
	$5,270,885 73

REGULATIONS, MAILS, ETC.

Regulated by State law regarding crossing of other railroads.

On approach of a highway, whistle sounded at 80 rods distance and bell rung until passed.

Use Miller's platform, coupler and buffer, and Westinghouse automatic air-brake.

$8,891.90 paid for carrying mails the past year, on terms of service prescribed by the P. O. Department.

The American Express runs on the road, and in 1878 paid at the rate of $6,000.00 per year; in 1879 pays 1½ first-class tariff rates for freight.

LANDS.

Whole number of acres received of Congressional grant	854,268.85
Whole number of acres yet to inure	72,637.29
Acres sold and contracted in year ending Dec. 31, 1878	89,644.06
Acres sold and contracted in 18 mos. ending June 30, 1879	106,987.15
Receipts from lands in 18 months ending June 30, 1879	$516,613 30
Receipts from lands in year ending Dec. 30, 1878	$433,250 47
Average price received per acre	6 82
Average price now per acre: cash, $4.80; time, $6.00.	
Acres disposed of in all years to June 30, 1879	306,427.40
Receipts from land in all years to June 30, 1879	$1,612,287 44

ACCIDENTS.

A. To Persons.

Passengers.—None.

Employees.—W. H. Vanderwater, conductor, December 23, 1878, near Madelia, injured by freight train being thrown from track.

Others.—Louis Tew, a school boy, March 7, 1879, jumping on freight train in motion. Fell under wheels and broke an arm.

Albert Gilbertson, June 21, 1879, at Lake Crystal, run over and killed by train on road crossing. He was drunk.

Jas. Lynch, May, 1879, at St. Paul, walking on track and struck by train.

Unknown man, May 19, 1879, near Mendota, found dead under the train. Supposed to have been stealing a ride.

Total, 5 accidents, all from own want of caution, except Vanderwater.

B. To Trains.

January 10, 1879, No. 6 freight ditched 6 cars near Lake Crystal. Conductor slightly injured; not much damage done to cars.

January 16, 1879, No. 6 train ditched 13 cars near Minneopa, caused by broken rail. Cars damaged some; no person hurt.

SIOUX CITY & ST. PAUL R. R. CO.

OFFICERS.

A. H. Wilder, Vice President, - - - - - - St. Paul.
W. H. Brown, Secretary, - - - - - - New York.
G. A. Hamilton, Auditor and Assistant Secretary, - - - St. Paul.

All other officers the same as those of the Sioux City & St. Paul Railroad Company. General Offices at St. Paul.

Directors.—Adrian Iselin, W. H. Brown and Geo. I. Seney, New York; Alex. H. Rice and G. W. Simons, Boston; E. F. Drake, A. H. Wilder, J. L. Merriam and Horace Thompson, St. Paul.

Executive Committee.—Messrs. Seney, Iselin, Wilder and Drake.

Annual election of directors, 1st Monday in May.

Person to address concerning this report, J. W. Bishop, St. Paul.

CAPITAL STOCK, DEBTS, ETC.

(Capital stock authorized, $4,500,000.)

Common stock issued (in 1871–2 to original subscribers at par)	$2,800,000 00
Proportion for Minnesota (apportioned on length of road) 45 per cent.	1,260,000 00
Eight per cent. first mortgage bonds, due Nov. 1, 1901	1,740,000 00
Eight per cent. second mortgage bonds	503,000 00
Ten per cent. equipment bonds, due June 1, 1878	98,000 00
Eight per cent. income bonds	293,240 00
Total bonded debt (148 miles)	$2,634,240 00
Floating debt	$46,524 06
Proportion of debt for Minnesota (45 per cent.)	1,206,343 83
Total of stock and debt	5,434,240 00
Average per mile of road	36,710 00

The items under the head of Capital Stock, Debt, etc., are distributed over the whole line operated (148 miles,) including the 24 miles between Le Mars and Sioux City not yet constructed by this Company but operated under a lease from and jointly with the Illinois Central Company in Iowa. The items of stock and funded debt are, in the foregoing, reported as they stand on the general books at the date of the report. The stock and bonds are, however, in process of conversion and consolidation with and into the St. Paul & Sioux City Railroad Company, and this report will not therefore correctly represent the condition of the Company at a later date than June 30th.

COST OF ROAD, ETC.

Cost of construction of entire line, including equipment and supplies	$5,507,774 19
Average per mile, (148 miles)	37,214 70
Value of all other property owned by company	112,511 25

CHARACTERISTICS OF ROAD.

	Total.	Minnesota.
Length.—From St. James to Sioux City, miles	147.50	66.25
Additional length of sidings	8.11	4.62
Miles of iron rail	134.65	54.14
Miles of steel rail	12.85	12.11

The foregoing includes the length from LeMars to Sioux City, 24 miles of Illinois Central track operated by each company separately and maintained by them jointly.

Stations.—7 in Minnesota; common points, 2.

Bridges and Trestles.—5 Howe truss, aggregate length, 326 feet; 79 wooden wooden trestles and pile bridges, aggregating 7,761 feet.

Fencing.—1.35 miles post and board, and 0.20 miles barbed wire, besides snow fences.

Railroad Crossings at grade.—None.

Equipment.—9 locomotives of more than 30 and 4 of more than 20 tons weight, exclusive of tender; 6 first class passenger cars; 4 express and baggage cars; 295 box freight and stock cars; 100 flat and coal cars, 48 hand cars, 1 pay car, 1 sleeper and one-half interest in a business car.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage in Minnesota.—Miles run by passenger trains	43,409
Miles run by freight and mixed trains	65,755
	109,164
Empty freight cars, mileage	248,362

Speed of Trains.—Miles per hour—passenger trains, highest 35, schedule rate including stops 23; mail and accommodation, highest 20, schedule rate including stops 15; freight, highest 15, schedule rates including stops 10.

Tariffs.—Rate per mile, passengers 3.941 cents; freight per ton, 1.72 cents.

Tonnage.

	Tons.	Per ct. of total.
Wheat	39,028	25.4
Other agricultural products	20,332	13.2
Flour and meal	931	6
Provisions	2,684	1.8
Manufactures	2,895	1.9
Animals	2,859	1.9
Lumber	43,573	28.3
Other forest products	10,005	6.5
Stone, brick, lime, cement, sand, etc	2,311	1.5
Coal	7,406	4.7
Merchandise and other articles	21,864	14.2
	153,888	100.00

Passengers.—Number carried, 44,235; passenger mileage or passengers carried one mile, 2,296,640; average distance traveled by each, 52 miles; average fare collected from each, $2.05.

Fuel consumed.—764 cords of wood and 3,651 tons of coal.

Freight hauled.—Total freight mileage in Minnesota and Iowa or freight hauled one mile, 14,316,498 tons; the same in Minnesota (45 per cent.) 6,442,422 tons.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Lumber.	Other Forest Products.	Merch'ise and Miscel'us.
Eastward.	*Bushels.*	*Bushels.*	*Barrels.*	*M. Feet.*	*Tons.*	*Tons.*
Mountain Lake.	25,773	1,880	1,270	.....	.....	381
Windom	31,443	2,600	770	.....	.....	339
Heron Lake....	5,700	5,160	.....	.....	.....	433
Hersey	700	80	.....	.....	.....	34
Worthington ..	542,933	38,040	3,620	.....	.....	663
Bigelow	1,667	2,960	.....	.....	.....	18
Sibley.....	28,733	39,160	10	.....	.....	34
Sheldon	78,233	37,480	.....	.....	.....	673
Hospers	1,167	3,720	.....	.....	.....	.....
East Orange...	49,500	37,000	.....	.....	.....	65
Seney	45,300	29,120	.....	.....	.....	9
Le Mars.....	97,600	187,800	1,470	34	.....	4,073
Sioux City.....	375,433	403,960	490	17	10	5,442
Total.....	1,284,132	788,760	7,630	51	10	12,164
Total in tons.	38,524	19,719	763	63	10	12,164
Westward.						
St. James.....	12,663	22,600	580	34,752	9,995	26,956
Mountain Lake.	433	40	.....	.....	.....	23
Windom.....	.....	.....	350	.....	.....	35
Heron Lake....	.....	40	.....	.....	.....	24
Hersey	.....	.....	.....	.....	.....	5
Worthington ..	1,500	560	740	.....	.....	301
Bigelow.....	.....	.....	.....	.....	.....	3
Sibley.....	.....	.....	10	.....	.....	59
Sheldon.....	933	440	.....	55	.....	208
Hospers	367	.....	.....	.....	.....	2
East Orange...	934	840	.....	.....	.....	237
Seney	.....	.....	.....	.....	.....	2
Le Mars.....	.....	.....	.....	.....	.....	2
Total.....	16,800	24,520	1,680	34,807	9,995	27,855
Total in tons.	504	613	168	43,510	9,995	27,855

Business and Receipts.

STATIONS.	Freight Forward'd	Pass'ngers From.	STATIONS.	Freight Forward'd	Pass'ngers From.
	Tons.	*No.*		*Tons.*	*No.*
St. James	81,394	11,303	Sibley	1,936	1,263
Butterfield	.....	66	Gilman	.....	69
Mountain L.	1,364	614	Sheldon	4,273	3,161
Bingham L.	.....	114	Hospers	141	257
Windom	1,494	1,238	E. Orange	2,761	821
Wilder	.....	18	Seney	2,098	151
Heron L.	758	857	LeMars	11,885	2,984
Hersey	62	446	Merritt	.....	1
Worthington	18,698	6,844	Sioux City	26,879	4,945
Sioux Falls J.	.....	5,905	Mileage T'k'ts	.....	3,033
Bigelow	145	145			
			Total	153,888	44,235

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$247,342 90	Maintenance of way	$110,220 21
Passengers	90,519 36	Maintenance of buildings	2,902 97
Mails	7,346 28	Maintenance of roll'g st'k	46,753 04
Express	5,583 08	Conducting transportation	96,697 20
Miscellaneous	14,861 97	General expenses	20,981 32
Total	$365,653 59	Total	$277,531 74

Gross earnings in Minnesota were 45 per cent. of foregoing gross earnings. Ratio of passenger to freight earnings, as 15 to 41.

Average gross earnings per mile of road	$2,470 63
Average gross earnings per train mile	1.51

Operating expenses in Minnesota are 45 per cent. of foregoing operating expenses, and were 76 per cent. of gross earnings.

Average operating expenses per mile of road	$1,875 21
Average operating expenses per train mile	1 14
Net earnings	$8,121 85
Net earnings per mile of road	595 42
Net earnings per train mile	36

Payments in Addition to Operating Expenses.

Construction	$16,794 25	Interest current account	$2,899 41
Equipment	2,812 95	Insurance	1,211 38
Interest equipment bonds	9,188 81	Lease Illinois Central	14,085 00
Taxes	13,414 59		
		Total	$60,406 39

BALANCE SHEET JULY 1, 1879.

Assets.—	
Railroad, equipment and supplies	$5,507,774 19
Capital stock (W. & S. F. R. R. Co.)	20,000 00
Land bonds on hand	4,000 00
Real estate	35,012 35
Town lot contracts	3,922 02
Geo. I. Seney, Trustee	4,009 40
W. H. Brown & Bro., cash deposit	45,000 00
Bills receivable	567 53
	$5,620,285 44
Liabilities.—	
Capital stock	$2,800,000 00
First mortgage bonds (currency)	1,240,000 00
First mortgage bonds (gold)	500,000 00
First mortgage bonds (income)	214,080 00
Second mortgage bonds	503,000 00
Second mortgage bonds (income)	79,160 00
Equipment bonds	98,000 00
Bills payable	7,000 00
Current accounts payable	39,524 06
Profit and loss, this and previous years	139,521 38
	$5,670,285 44

Profit and loss account.—

	Dr.		*Cr.*
To taxes paid	$13,414 59	By net earnings	$88,121 85
To interest floating debt	2,899 41		
To interest equipm. bonds,	9,188 81		
To insurance	1,211 38		
To rent Ill. Central track.	14,085 00		
To balance for year	47,322 66		
	$88,121 85		$88,121 85

REGULATIONS, MAILS, ETC.

The same as of St. Paul and Sioux City Railroad, excepting that the amount paid for transporting mails was $7,346.28.

LANDS.

Whole No. of acres received of Congressional grant		231,145 94
None to inure.		
Whole No. of acres sold in the year ending Dec. 31, 1878	34,897.49	
Whole No. of acres sold in the six months ending June 30, 1879	1,823.20	
Whole No. sold in the eighteen months ending June 30, 1879		36,720.69
Whole No. of acres contracted in the year ending Dec. 31, 1878	10,511.12	
Whole No. contracted in the six months ending June 30, 1879	1,398.57	
Whole No. contracted in the eighteen months ending June 30, 1879		11,909 69

Total of sales and contracts during eighteen months ending June 30, 1879, acres		48,630 38
Receipts from sales in the year ending Dec. 31, 1878	$226,384 28	
Receipts from sales in the six months ending June 30, 1879	12,376 40	
Receipts from sales in the eighteen months ending June 30, 1879		$238,760 68
Receipts from contracts in the year ending Dec. 31, 1878	$17,204 26	
Receipts from contracts in the six months ending June 30, 1879	5,276 86	
Receipts from contracts in the eighteen months ending June 30, 1879		$22,481 12
Total receipts during eighteen months ending June 30, 1879		$261,241 80
Acres sold in all years to June 30, 1879, total		64,154 57
Acres in outstanding contracts, June 30, 1879, total		17,175 23
Receipts in all years to June 30, 1879, total		475,675 58
Average price, per acre, at which lands are now held	$4.80 cash;	$6.50 time.
Average price per acre at which sold or contracted during past 18 months		$6 43

ACCIDENTS.

Passengers.—None.

Employees.—Matt. Morrison, Sept. 7, 1878, at Windom; injured while coupling cars.

Jas. Mack, December 7, 1878, falling from top of car at Bluff Switch; injured.

F. L. VanSlyke, December 27, 1878, at Worthington, slipped and fell from top of car; injured.

Thomas Williams, December 30, 1878, at Worthington, injured while coupling cars.

Others.—John Cooney, July 24, 1878, near Mountain Lake, asleep on rail; injured.

Total five accidents, all by own want of caution, excepting Jas. Mack.

WORTHINGTON & SIOUX FALLS R. R. CO.

OFFICERS.

Horace Thompson, President, - - - - - St. Paul.

Other officers the same as of the St. Paul & Sioux City Railroad Company.

General office at St. Paul.

Directors.—Horace Thompson, E. F. Drake, J. L. Merriam, A. H. Wilder, J. W. Bishop, R. Blakeley, Henry P. Upham and C. H. Bigelow, all of St. Paul, and R. F. Pettigrew, of Sioux Falls.

Executive Committee.—Messrs. Blakeley, Merriam, Thompson, Drake and Bigelow.

Annual Election of Directors—March 1st.

Person to address concerning this report—J. W. Bishop, St. Paul.

CAPITAL STOCK, DEBT, ETC.

(Capital Stock authorized, $1,500,000 00.)

Common stock issued	$60,900 00
Eight per cent. first mortgage bonds, due October 1, 1906	$600,000 00
Second mortgage bonds, due January 1, 1906, interest 4 per cent. in 1878, 5 per cent. 1879 and 6 per cent. 1880	200,000 00
Total debt	$800,000 00
Proportion of debt for Minnesota (72½ per cent.)	580,000 00
Total paid up stock and debt	860,900 00
Total paid up stock and debt per mile of road, 59 miles	14,761 00

COST OF ROAD AND EQUIPMENT.

Cost of construction, equipment and supplies	$840,012 56
(Cost of construction in Minnesota, $609,009.11.)	
(Cost of present equipment, $18,941.46.)	
Cost of all real estate used exclusively in operating the road	9,347 43
Total of construction equipment and supplies	$849,359 99
Average per mile of road, 59 miles	14,395 93

CHARACTERISTICS OF ROAD.

	Entire length.	In Minnesota.
Length.—Sioux Falls Junction to Sioux Falls, Dakota, miles	58.67	42.53
Additional length of sidings, miles	2.89	1.87

Stations.—7 in Minnesota, including 5 flag stations; 1 common point.

Bridges and Trestles.—4 Howe truss bridges, aggregate length 348 feet; 41 wooden trestles and pile bridges, aggregating 5,613 feet.

Fencing.—Only snow fences.

Equipment.—2 locomotives of more than 20 tons weight, exclusive of tender; 2 second class passenger cars, and 1 express and baggage car.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage in Minnesota.—

Run by passenger trains, miles	5,824
Run by freight and mixed, miles	28,177
	34,001

In the foregoing, one-fifth of mixed train mileage is counted as passenger; usually only mixed trains on this road.

Speed of Trains.—Mixed trains, highest 20 and schedule rate, including stops, 12 miles per hour.

Tariffs.—Passengers 3.62 cents, and freight per ton 2.68 cents, are the average rates per mile.

	Tons.	Per cent. of total.
Tonnage.—Grain	16,181	30.2
Other agricultural products	2,087	3.9
Flour and meal	134	0.2
Provisions	558	1.1
Manufactures	1,114	2.1
Animals	330	0.5
Lumber	16,702	31.2
Other forest products	4,280	8.1
Stone, brick, lime, cement, sand, etc	1,096	2.1
Coal	2,819	5.2
Merchandise and other articles	8,235	15.4
	53,536	100.0

Passengers.—Whole number carried, 19,789; passenger mileage, or passengers carried one mile, 720,779; average distance traveled by each, 36 miles; average fare collected from each passenger, $1.32.

Fuel consumed.—35 cords of wood and 1,139 tons of coal.

Freight hauled.—Freight mileage, or number of tons freight hauled one mile, 2,351,383.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Lumber.	Other Forest Prod.	Mdse. and Misc.
Eastward.	*Bushels.*	*Bushels.*	*Barrels.*	*M. Feet.*	*Tons.*	*Tons.*
Rushmore	933	.....	.....	.....	.....	53
Adrian	30,766	9,520	.....	.....	.....	285
Lu Verne	92,666	3,280	.....	.....	.....	203
Beaver Creek	64,000	1,800	.....	.....	.....	.....
Valley Springs	80,700	4,840	.....	.....	.....	65
Brandon	1,033	.....	.....	.....	.....	83
Sioux Falls	266,600	16,840	860	.....	.....	304
Total	536,698	36,280	860	.....	.....	993
Total in tons	16,101	907	86	.....	.....	993
Westward.						
Sioux City J	2,666	45,920	450	13,273	4,269	12,624
Rushmore	.....	.....	.....	.....	.....	3
Adrian	.....	1,280	.....	.....	.....	25
LuVerne	.....	.....	.....	16	.....	96
Beaver Creek	.....	.....	.....	.....	.....	11
Valley Springs	.....	.....	30	30	11	321
Brandon	.....	.....	.....	42	.....	79
Total	2,666	47,200	480	13,361	4,280	13,159
Total in tons	80	1,180	48	16,702	4,280	13,159

Being 18,087 tons, or 35.65 per cent. eastward, and 35,449 tons, or 64.35 per cent. westward of total tonnage.

Business and Receipts.

STATIONS.	Freight Forward'd	Passeng'rs From.	STATIONS.	Freight Forward'd	Passeng'rs From.
	Tons.	*No.*		*Tons.*	*No.*
Sioux Falls J.	34,758	7,741	Beaver Creek...	1,976	548
Rushmore ...	84	303	Valley Springs..	2,980	1,135
Adrian	1,503	948	Brandon	245	235
Drake	.....	65	Sioux Falls	8,809	3,889
Warner	.....	18	Mileage Tickets.	.....	1,653
LuVerne	3,181	3,254			
			Total.....	53,536	19,789

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$63,017 53	Maintenance of way.....	$17,067 54
Passengers	26,098 91	Maintenance of buildings..	1,049 15
Mails	2,914 58	Conducting transportation	25,788 88
Express	1,373 58	General expenses	6,066 72
Miscellaneous	792 06		
Total	$94,196 66	Total	$49,972 29

Gross earnings in Minnesota 72½ per cent. of foregoing gross earnings.
Ratio of passenger to freight earnings, as 8.7 to 21.

Average gross earnings per mile of road (59 miles).....	$1,596 55
Average gross earnings per train mile.....	2 77

Operating expenses were 53 per cent. of gross earnings.
Operating expenses in Minnesota were 72½ per cent. of total operating expenses.

Operating expenses per mile of road (59 miles).....	$848 99
Operating expenses per train mile.....	1 47
Net earnings	44,224 37
Net earnings, average per mile.....	749 55
Net earnings, average per train mile.....	1 30

Payments in addition to Operating Expenses.

Construction	$817,166 15
Equipment	18,941 46
Real estate	9,347 43
Taxes	700 77
Interest on 1st and 2nd mortgages.....	48,860 00
Insurance	150 40
Total	$895,166 21

GENERAL BALANCE SHEET, JULY 1, 1879.

Assets.—	
Railroad equipment and supplies	$840,012 56
Real estate	9,347 43
Current accounts (balance due company)	2,950 97
Profit and Loss for this and previous years	8,589 04
	$860,900 00
Liabilities.—	
Capital stock	$60,900 00
First mortgage bonds	600,000 00
Second mortgage bonds	200,000 00
	$860,900 00

REGULATIONS, MAILS, ETC.

Same as of St. Paul & Sioux City Railroad, excepting that the amount paid for transporting U. S. mails is $2,914.58, and that the rate was nominal in 1878 for American Express Company.

ACCIDENTS.

Passengers.—Michael Clarke, Oct. 19, 1878, tried to jump on train; slipped and fell; injured.

Employees.—L. B. Evans, June 21, 1879, while swinging off from platform of coach struck his head against switch stand; injured.

Others.—Unknown boy, Aug. 23, 1878, run over by hand-car near Valley Springs; killed.

Total.—Three accidents, all by own want of caution.

CHICAGO, ST. PAUL AND MINNEAPOLIS RAILWAY COMPANY.

OFFICERS.

H. H. Porter, President,	Chicago, Ill.
W. H. Ferry, Vice President,	Lake Forest, Ill.
C. W. Porter, Secretary and Land Commissioner,	Hudson, Wis.
Jno. C. Spooner, Solicitor,	Hudson, Wis.
R. P. Flower, Treasurer,	New York.
E. W. Winter, General Superintendent,	Hudson, Wis.
C. W. Johnson, Chief Engineer,	Hudson, Wis.
F. B. Clarke, Traffic Manager,	St. Paul, Minn.
C. D. W. Young, Auditor,	Hudson, Wis.

General offices, at Hudson, Wis.

Directors.—David Dows, R. P. Flower, A. R. Flower, H. Seibert, A. B. Bayliss, Geo. Coplin, W. H. Leonard, all of New York; H. H. Porter, Chicago; Wm. H. Ferry, Lake Forest, Ill.; P. Sawyer, Oshkosh, Wis.; R. R. Cable, Rock Island, Ill.; Jno. Comstock and Jno. C. Spooner, Hudson, Wis.

Executive Committee.—Messrs. Dows, R. P. Flower, Cable, Ferry and Porter.

Annual election of Directors, first Saturday after the first Thursday in June.

Person to address concerning this report, C. D. W. Young.

ROAD OPERATED.

March 1, 1878, the property of the West Wisconsin Railway Company, a Wisconsin corporation, was sold as an entirety by master in chancery pursuant to foreclosure decree. Bid in for $1,500,000, in accordance with plan of reorganization adopted by bondholders of each class. Deed to purchasers executed May 1, 1878. Deed from purchasers to Chicago, St. Paul & Minneapolis R'y Co., also a Wisconsin corporation, executed and delivered, May 2, 1878.

The Chicago, St. Paul & Minneapolis owns no road in Minnesota, but by an act of March 4, 1872, its predecessor was authorized to run cars and engines over roads in this state, and to exercise in this state the corporate powers possessed in Wisconsin.

The same law legalized a railroad bridge, already built by the W. W. Co., from its western (Wisconsin) terminus, Hudson, across Lake St. Croix. On February 19, 1872, the company began to operate, under a 990 years' lease, the Hudson branch of the St. Paul, Stillwater and Taylor's Falls Railroad, from Lake St. Croix to the junction with the main line of the latter road; and also, under the same lease, to use jointly with the St. P., S. & T. F. Co., the main line from the junction to St. Paul. On August 1, 1872, the W. W. Co. began to run over the balance of the main line, from the junction to Stillwater.

The terms of the lease of the Hudson branch require the Chicago, St. Paul and Minneapolis company to keep that length of road in repair, to pay for renewals, return in as good condition as when received, and to pay an annual rental of $10,600, in monthly installments.

As to the St. P., S. & T. F. main line between St. Paul and Stillwater, the Ch., St. P. & M's Co. pays one-half of cost of renewals and repairs, and also pays one-third of its gross earnings on the same to the St. P., S. & T. F. Co. This, however, does not cover station facilities at St. Paul and Stillwater.

The St. Paul and Pacific does the Ch., St. P. & M's company's station business at St. Paul (as well as at Minneapolis, the St. P. & P. hauling the Ch., St. P. & M's company's freight between these two points,) charging for this service agreed rates on business done, based on tariffs and classifications. The St. P., S. & T. F. Company does the Ch., St. P. & M's company's station work at Stillwater, the latter company paying a portion of the station agent's salary and a fixed rate per 100 pounds, and per car for freight forwarded and received.

Length Operated.—	Total.	In Minnesota.
Main line, from Elroy, Wis., to Lake St. Croix, Wis.	177.7	
Main line, from Lake St. Croix to St. Paul,	19.9	19.9
Branch line, from Stillwater Junction to Stillwater	3.8	3.8
Total length operated	201.4	23.7

Being in Wisconsin 177.7 miles, or 88.23 per cent., and in Minnesota 23.7 miles, or 11.77 per cent. of total length.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage.—Miles run by passenger trains	25,341
Miles run by freight and mixed trains	42,292
Total paying mileage in Minnesota	67,633

	Minnesota.	Whole Road.
Passengers.—Whole number carried	63,147	156,768
Passenger mileage, or number carried one mile	1,093,587	9,111,356
Average distance traveled by each passenger, miles	17.3	58.12

Fuel Consumed.—2,309 cords of wood by locomotives.

Freight Hauled.—About 6.47 tons per car, and 115.36 tons per train.

Tonnage.

Grain	31,147
Other agricultural products	2,041
Flour and mill stuff	40,416
Lumber	122
Other forest products	222
Merchandise and miscellaneous	13,327
Merchandise and miscellaneous (all freight not shipped from stations in Minnesota, being the freight "received" at stations in Minn.)	122,063
Total tonnage carried in Minnesota	209,338

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Farm Prod'ts.	Lumber	Other Forest Prod'ts.	Mdse. and Misc'us	Mill Stuff.
Eastward.	*Bushels.*	*Bushels*	*Barrels.*	*Tons.*	*M. Feet*	*Tons.*	*Tons.*	*Tons.*
Minneapolis	21,265	.....	157,082	550	.....	.....	731	9,044
East Minneapolis	.....	.....	851	.....	.....	.....	82	13
St. Paul	994,341	25,118	58,865	1,457	8	212	10,829	893
St. Paul & P. Junct.	.....	.....	.....	.....	.....	.....	8	.....
Posts	1,117	.....	.....	24	.....	.....	506	.....
St. Paul Har. Works	.....	.....	.....	.....	.....	.....	115	.....
Lake Elmo	1,465	.....	.....	.....	.....	.....	.....	.....
Stillwater	.....	.....	79,919	.....	67	10	1,003	792
Stillwater Junction.	.....	.....	25	.....	.....	.....	18	.....
Total	1,018,188	25,118	296,743	2,041	75	222	13,292	10,742
Total in tons	30,546	601	29,674	2,041	122	222	13,292	10,742
Westward.								
Posts	.....	.....	.....	.....	.....	.....	25	.....
Stillwater Junction.	.....	.....	.....	.....	.....	.....	10	.....
Total in tons	.....	.....	.....	.....	.....	.....	35	.....

Business and Receipts.

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded.	Received.	Receipts.	From	To	Receipts.
	Tons.	*Tons.*	*Dolls.*	*No.*	*No.*	*Dolls.*
Minneapolis	26,681.50	17,763.00	91,679 50	1,322	1,147	17,324 81
East Minneapolis	179.50	3,264.00	5,438 89	.....	.....	.....
St. Paul	49,718.50	81,360.75	272,653 66	23,982	28,764	130,055 44
St. P. & P. Junction	8.00	5,179.75	2,691 36	76	20	146 63
Post's	589.00	2,020.75	4,122 64	.....	1	2 61
Oakdale	.....	.....	.....	45	19	19 06
Lake Elmo	44.00	13.00	91 91	599	422	290 58
Harvester Works	115.00	792.00	1,624 89	.....	.....	.....
Stillwater	9,908.50	10,765.75	42,652 32	1,571	1,600	7,066 71
Stillwater Junction	31.00	904.00	544 87	2,334	1,245	3,079 18
Total	87,275.00	122,063.00	421,500 04	29,929	33,218	157,985 02

The receipts are total earnings in Minnesota and Wisconsin on foregoing freight and passengers.

EARNINGS AND EXPENSES.

Gross Earnings.

	WHOLE ROAD.	IN MINNESOTA, BELONGING TO—		
		C., St. P. & M. Ry.	*St. P., St. & T. F. R. R.*	*Total.*
Freight	721,615 10	68,169 49	16,764 61	84,934 10
Passengers	271,556 12	23,591 16	8,371 02	31,962 18
Mails	11,843 34	1,121 96	272 01	1,393 97
Express	18,780 00	1,715 85	494 54	2,210 39
Miscellaneous	2,200 49	188 89	70 09	258 98
Total	1,025,995 05	94,787 35	25,972 27	120,759 62

Operating Expenses.

	Whole Road.	Minnesota, 11.77 per ct.
Repairs of locomotives and tenders	$24,017 52	$2,826 86
Repairs of cars	50,842 10	5,984 11
Repairs of buildings	6,198 10	729 52
Repairs of fences, gates and crossings	2,404 04	282 96
Repairs of bridges and culverts	16,178 09	1,904 16
Repairs of track	137,083 99	16,134 79
Repairs of tools and machinery	5,078 01	597 68
Fuel used by locomotives	62,475 57	7,353 37
Fuel and lights used in cars and at stations	5,115 62	602 11
Oil and waste used	4,290 02	504 94
Office and station furniture and expenses	4,242 57	499 35
Furniture and fixtures for cars	1,125 23	132 44
Foreign agents	5,059 11	595 46
Advertising	3,820 75	449 70
Stationery, printed blanks, tickets, &c	5,662 71	666 50
Enginemen, firemen and wipers	52,286 99	6,154 18
Conductors, baggagemen and brakemen	38,699 96	4,554 99
Laborers and switchmen	42,922 27	5,051 95
Agents and clerks	51,270 00	6,034 48
Superintendence	16,724 84	1,968 51
Rents	18,834 22	2,216 79
Loss and damage (freight and baggage)	867 60	102 12
Loss and damage (stock killed, &c)	1,412 21	166 22
Injury to persons	1,278 07	150 43
Teaming freight, baggage and mails	64 50	7 59
Insurance	1,063 25	125 14
Miscellaneous expenses	7,777 95	915 46
Car hire balance	15,112 63	1,778 76
New York Office expenses	4,306 43	506 87
Operating North Wisconsin Railway	2,220 08	261 30
Rent of locomotives	207 00	24 36
Total	$588,641 43	$69,283 10
Add for taxes (actual)	38,730 95	2,415 19
Total operating expenses	$627,372 38	$71,698 29
Additional Payments in Minnesota.		
Rent of Hudson Branch	.....	10,599 96
Rent of St. Paul, Stillwater & Taylors Falls Railroad	.....	25,972 27
Total	.....	$36,572 23

Gross earnings in Minnesota were 11.77 per cent. of those of the whole road.

Ratio of passenger to freight earnings as 3 to 7.

Average gross earnings in Minnesota, per mile (23.7) of road.....	$5,095 34
Average gross earnings in Minnesota, per train mile.....	1 78

Operating expenses were 61.14 per cent. of gross earnings for the whole road.

Operating expenses in Minnesota, per mile (23.7) of road.....	$3,025 24
Operating expenses in Minnesota, per train mile.....	1 06
Net earnings, whole road.....	398,622 67
Net earnings in Minnesota (23.7 miles).....	49,061 33
Net earnings in Minnesota, per mile of road.....	2,070 09
Net earnings in Minnesota, per train mile.....	72

REGULATIONS, MAILS, ETC.

Trains stop 400 feet from railroad crossings, and at highways ring bell and sound whistle. Use Miller's coupler, buffer and platform. Westinghouse air brakes and hand brakes on each car.

Government pays about $60 per mile per annum on the main line, and $25 on the Stillwater branch, for carrying the U. S. mails.

The American Express Company pays a per diem on limited tonnage, taking freight at depots.

The Chicago, St. Paul and Minneapolis Railway Company hauls cars of all railroad and transportation companies, in interchange of business, paying for use of same ¾ cent per mile for freight cars.

Accidents.—Joseph Horner, not a passenger or employee, on Oct. 15, 1877, was struck by train and had one leg taken off, while lying in a drunken stupor on track, about half a mile west of Stillwater Junction. Fully recovered. No other accident.

WINONA & ST. PETER RAILROAD CO.

Note—The Winona & St. Peter Railroad is operated by the Chicago & Northwestern Railway Company, which owns all the stock of the road, and virtually, in Minnesota, is the Winona & St. Peter Railroad Company. In connection with the Winona & St. Peter Railroad, the Company has operated, as branches, the following roads since their completion, viz:

The Winona, Mankato & New Ulm Railway, completed.....	November, 1870
The Minnesota Valley Railway, completed.....	August 5, 1878
The Rochester & Northern Minnesota Railway, completed.....	October 5, 1878
The Plainview Railroad, completed.....	October 22, 1878
The Chatfield Railroad, completed.....	December 8, 1878

The following report concerning the Winona & St. Peter Railroad treats the above branches as integral parts of that road, excepting as to "Officers," "Directors," "Capital Stock, Debt, etc.," and "Cost of road," regarding which a separate report is made for each branch. The statements under all other heads, such as "Characteristics of road," "Doings of the year in transportation," "Earnings and Expenses," etc., are for the main line and branches added together.

The Winona & St. Peter Railroad Company was chartered March 3, 1855, as the Transit Railroad Company. June 23, 1860, its franchise and property was sold to the state under foreclosure, and by act of June 10, 1862, transferred to a new company under the name of the Winona & St. Peter Railroad Company. The road was put in operation at the following dates:

From Winona to Waseca, 105 miles, in.....	1867
From Waseca to Janesville, 11 miles, in.....	1870
From Janesville to St. Peter, 23 miles, in.....	1871
From St. Peter to New Ulm, 30 miles, in.....	February, 1872
From New Ulm to State line, 119.50 miles, in.....	1874
From State line to Lake Kampeska, 38.50 miles, in.....	July, 1878

OFFICERS.

Albert Keep, President,	Chicago.
M. L. Sykes. Jr., Vice President and Treasurer,	New York.
S. O. Howe, Secretary,	New York.
B. C. Cook, Solicitor,	Chicago.
M. Hughitt, General Manager and Superintendent,	Chicago.
E. H. Johnson, Chief Engineer,	Chicago.
W. A. Thrall, General Ticket Agent,	Chicago.
J. B. Redfield, Auditor,	Chicago.
H. C. Wicker, General Freight Agent,	Chicago.
Charles E. Simmons, Land Commissioner,	Chicago.

General Offices, Chicago, Ill.

Directors.—Albert Keep, M. Hughitt, and J. B. Redfield, all of Chicago; Jas. H. Howe, Kenosha, Wis.; David Dows, A. G. Dulman, M. L. Sykes, Jr., and Aug. Schell, all of New York, and Wm. L. Scott, of Erie, Penn.

Executive committee.—Albert Keep, M. L. Sykes, and M. Hughitt.

Date of annual election of directors, first Thursday in June.

Name and address to whom correspondence concerning this report should be directed, B. C. Cook, Solicitor, Chicago, Ill.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $5,000,000.)

Common stock issued, all owned by Chicago and N. W. R'y Co.	$ 400,000 00
First mortgage bonds, due Jan. 1, 1887, 7 per cent. interest	2,750,000 00
Second mortgage bonds, due Nov. 1, 1907, rate 7 per cent	1,650,000 00
Extension mortgage bonds, due Dec. 1, 1916, 7 per cent.....	4,306,800 00
Total bonded debt.....	$8,706,800 00

Realized in cash on above bonds about 90 per cent. of par value.

Floating debt due Chicago and Northwestern Railway Co.....	$1,475,415 66
Total debt of main line, 327 miles.....	$10,182,215 66
Proportion of debt for Minnesota, 288½ miles.....	8,983,392 05
Amount of stock and debt, 327 miles.....	10,582,215 66
Amount of stock and debt per mile of road	32,361 52
Cost to present owners of road and equipment	10,618,264 78
Cost to present owners per mile of road.....	32,471 76

CHARACTERISTICS OF ROAD.

Lengths Operated.

Name of Road.	Entire Length.	In Minnesota.
Winona & St. P. R.R., from Winona to Lake Kampeska, D. T.,	327	288.50
Winona, Mankato & N. Ulm Ry, from Mankato J. to Mankato,	3.75	3.75
Minnesota Valley Ry., from Sleepy Eye to Red Wood Falls,	24.40	24.40
Rochester & Northern Minn. Ry., from Rochester to Zumbrota,	24.48	24.48
Plainview R. R., from Plainview J. to Plainview.....	15.01	15.01
Chatfield R. R., from Chatfield J. to Chatfield.....	11.46	11.46
Whole number of miles.....	406.10	367.60
Average length operated during the year, miles.....	387.65	
Number of miles of iron rail.....	381.85	343.35
Number of miles of steel rail.....	24.25	24.25
Additional lengths of sidings, miles	33.63	32.38

Stations.—44 in Minnesota.

Bridges and Trestles.—32 wooden bridges, aggregate length, 3,279 feet; 3 combination bridges, aggregating 326 feet, and 422 wooden trestles, aggregating 53,802 feet.

Fences.—255 miles of board and 196 miles of wire; total 475½ miles.

Railroad crossings at grade.—C. M. & St. P., near Winona and at Owatonna; St. P. and S. C., near Kasota and Mankato, and M. & St. L., at Waseca.

Equipment.—14 locomotives of more than 30 and 13 of more than 20 tons weight, exclusive of tender; 7 first class passenger cars, 2 express and baggage cars, 893 box freight and stock cars, 133 flat and coal cars, and 32 hand and other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage of passenger trains, miles	276,672
Mileage of freight and mixed trains, miles	438,893
Total number of miles	715,565
Empty freight cars, miles	1,202,460

Speed of trains.—Express passenger 25, mail and accomodation 20, and freight 15 miles per hour.

Tariffs, average rate per mile.—3.66 cents for passengers, and 1.78 cents per ton for freight.

Tonnage.—263,963 tons freight of all classes.

Passengers.—Number carried, 205,164; passenger mileage, or number carried one mile, 7,753,834; average distance traveled by each passenger, 37.79 miles.

Fuel consumed.—4,277 cords of wood and 32,383 tons of coal.

Freight hauled.—Average hauled per car, about 6 tons, and per train about 66 tons. Tons of freight carried 1 mile in Minnesota, 28,649,159.

EARNINGS AND EXPENSES.

Gross earnings.—	
From freight	$512,453 96
From passengers	260,005 46
From mails	12,817 87
From express	7,295 91
From miscellaneous	10,869 25
Total gross earnings	$803,442 45
Operating expenses.—	
Repairs of engines and tenders	$54,364 27
Repairs of cars	39,028 11
Repairs of buildings	15,151 58
Repairs of fences, gates and crossings	19,204 36
Repairs of bridges and culverts	33,828 93
Repairs of track	322,106 78
Repairs of tools and machinery	9,586 66
Fuel used by locomotives	127,953 16
Fuel and lights used in cars and at stations	11,252 39
Oil and waste used	6,985 21
Office and station furniture and expenses	3,844 45
Furniture and fixtures for cars	928 72
Foreign agents	1,504 39
Advertising	1,172 72
Stationery, printed blanks, tickets, &c	3,732 99
Enginemen, firemen and wipers	76,880 88
Conductors, baggagemen and brakemen	45,016 21
Laborers and switchmen at stations	35,928 06
Agents and clerks at stations	49,056 93
Superintendence	3,400 00
Rents	679 00
Loss and damage	3,824 19

Injury to persons	4,625 23
Teaming freight, baggage and mails	669 13
Miscellaneous expenses	5,644 18
Total	$876,368 53
Add for taxes	25,444 69
Total	$901,813 22

Ratio of passenger to freight earnings, as 1 to 1.971.

Average gross earnings per mile (average 387.65 miles)	$2,072 62
Average gross earnings per train mile	1 12

Operating expenses and taxes are 112.2 per ct. of gross earnings.

Average operating expenses per mile (average 387.65 miles)	2,326 36
Average operating expenses per train mile	1 26

Net earnings—deficit.

Of the operating expenses about $25,000 (including expenses to put the road in operation) were in the territory of Dakota, against $4,456.60 of gross earnings.

Payments in Addition to Operating Expenses.

Construction account for the year	$70,295 71
Additional equipment	250 00
Right of way, etc.	556 48
Interest on bonds and premium on gold	615,375 48
Total	$686,477 67

GENERAL BALANCE SHEET, JULY 1, 1879.

Assets.—

Cost of road and equipment	$10,618,264 78
Income account (loss in operating)	62,333 84
	$10,680,598 62

Liabilities.—

Capital stock	$400,000 00
Funded debt, (bonds outstanding)	8,706,800 00
Redemption of bonds	68,200 00
Unfunded debt (due C. & N. W. Ry. Co.)	1,475,415 66
Land grant account	30,182 96
	$10,680,598 62

REGULATIONS, UNITED STATES MAILS, ETC.

At railroad crossings employees are instructed to bring trains to full stop before crossing the track of another company. At highway crossings engineers are required to sound whistle 80 rods from crossing and ring the bell.

Use Miller platform and coupler. Westinghouse air brake.

U. S. Mail, June 30, 1879.

Route.	Termini.	Miles.	Amount per year.
26,015	Winona to {St. Peter / Mankato}	144.26	$7,893 36
26,014	St. Peter to Marshall	109.66	3,124 65
26,014	Marshall to Gary	40.97	1,793 25
26,023	Redwood J. to Redwood Falls	26.67	Not fixed.
26,024	Eyota to Plainview	16.28	"
26,024	Eyota to Chatfield	11.72	"
26,025	Rochester to Zumbrota	26.00	"

Lands.

Whole No. of acres received of Congressional grant		1,676,928 96
Whole No. of acres yet to inure		Not adjusted
Whole No. of acres deeded in year ending Dec. 31, 1878	11,822.58	
Whole No. of acres deeded in the six months ending June 30, 1879	2,771.18	
Whole No. of acres deeded in the eighteen months ending June 30, 1879		14,592.76
Whole No. of acres contracted in year ending Dec. 31, 1878	74,730.69	
Whole No. of acres contracted in the six months ending June 30, 1879	23,154.45	
Whole No. contracted in the eighteen months ending June 30, 1879		97,885.14
Receipts from sales and contracts in the year ending Dec. 31, 1878	$122,649.68	
Receipts from sales and contracts in six months ending June 30, 1879	33,721.13	
Receipts from sales and contracts in eighteen months ending June 30, 1879		$156,370.81
Receipts from forfeitures, stumpage, etc. in the year ending Dec. 31, 1878	$22,185 73	
Receipts from forfeitures, stumpage, etc. in the six months ending June 30, 1879	16,016 14	
Receipts from forfeitures, stumpage, etc in the eighteen months ending June 30, 1879		38,201 87
Total receipts in eighteen months ending June 30, 1879		$194,572 68
Whole No. of acres deeded in all years, up to June 30, 1879		21,052.95
Whole No. of acres embraced in outstanding contracts		117,213.11
Total receipts for all years, up to June 30, 1879		$262,102 40

NOTE.—By an agreement, of date October 31, 1867, the Winona and St. Peter Railroad Company being indebted to D. N. Barney and others for money expended in the construction and equipment of road, agreed to sell to said Barney and associates all the land which the company might receive for the construction of the first 105 miles of road westerly from Winona, (excepting the right of way and depot grounds,) and to convey the same, when title should be obtained thereto, to such person, and in such manner, and from time to time, as requested.

In pursuance of this agreement, deeds have been executed from time to time, as requested, conveying, in all, to June 30, 1879, 317,061.26 acres.

The fact being, as shown above, that all the lands conveyed, or to be conveyed, under the Barney agreement, were sold by the railroad company, October 31, 1867, these lands are therefore now excluded in reports of sales, &c.

ACCIDENTS.

Passengers.—John Buckley, Nov. 1, 1878, at Sleepy Eye; intoxicated, standing on coach platform, fell off and was killed.

B. Anding, March 5, 1879, at Owatonna; broken rail, stove tipped over and coals fell out; slight burns.

Employees.—Edward O'Conner, Aug. 24, 1878, at Kasson, broke shoulder in jumping from engine.

F. Slattmore, Sept. 3, 1878, near Utica, fell from hand-car, lever breaking; breast bruised.

John Patterson, Oct. 10, 1878, at Sleepy Eye, coupling cars; finger amputated.

John Flanigan, Sept. 27, 1878, at Eyota, finger caught while unloading iron rails; finger amputated.

Arthur Kruschky, Sept. 28, 1878, near Rochester, hand-car ran into flat car; leg fractured.

Joseph Lacy, Sept. 16, 1878, unloading steel rails, finger caught; finger amputated.

John Mitchell, Nov. 14, 1878, at Waseca, foot caught in frog; leg fractured.

R. A. Hamlet, Jan. 23, 1879, at Doty, fell from his hand-car; leg fractured.

William Rohon, April 5, 1879, at Winona, unloading piles when one rolled over his leg; leg fractured.

Joseph Murphy, April 14, 1879, at Janesville, struck by water-spout while climbing up side of car; leg fractured.

Clifton Bates, June 3, 1879, at Minnesota City, coupling engine to car; foot amputated.

Other Persons.—James T. Gregg, Dec. 31, 1878, near Claremont, struck by train; leg fractured.

Total: 2 passengers, 11 employes and 1 other person. Cause of accidents: own want of caution in all cases excepting Rohon, Anding and Slattmore.

SUPPLEMENTARY REPORTS

OF

WINONA & ST. PETER BRANCH LINE COMPANIES.

Being statements concerning officers and directors, capital stock, debts, etc., and cost of road of the companies whose roads were operated during the year as parts of the Winona and St. Peter Railroad, viz.:

A. THE WINONA, MANKATO & NEW ULM RAILWAY CO.
B. THE MINNESOTA VALLEY RAILWAY CO.
C. THE ROCHESTER & NORTHERN MINNESOTA RAILWAY CO.
D. THE PLAINVIEW RAILROAD CO.
E. THE CHATFIELD RAILROAD CO.

A. WINONA, MANKATO & NEW ULM RAILWAY CO.

OFFICERS.

M. L. Sykes, Jr., Vice President, Secretary and Treasurer, - New York.
John E. Blunt, Chief Engineer, - - - - - Winona.

Other general officers and general offices the same as of the Winona & St. Peter Railroad Company.

Directors.—Albert Keep, H. H. Porter, and J. B. Redfield, Chicago, and M. L. Sykes, Jr., New York.

No Executive Committee.

Date of annual election of Directors, first Monday in August.

CAPITAL STOCK, DEBT, ETC.

(Capital Stock authorized, $1,000,000.)

Common stock issued (all for construction to the C. & N. W. Ry. Co., present holders, at par)	$100,000 00
No bonded debt.	
Floating debt due C. & N. W. Railway Co	72,559 48
Total of stock and debt	$172,559 48
Amount of stock and debt per mile of road	46,015 86

The above stock and debt also represents the cost of the road and cost per mile of the same.

The road was built by present owners, and has no equipment and no other property.

Payments for the year.—Additional real estate, $150.00.

GENERAL BALANCE SHEET, JULY 1, 1879.

Assets.—	
Cost of road	$172,559 48
	$172,559 48
Liabilities.—	
Capital stock, issued to and owned by the C. & N. W. R'y Co	$100,000 00
Unfunded debt, due C & N. W. R'y Co	72,559 48
	$172,559 48

B. MINNESOTA VALLEY RAILWAY CO.

OFFICERS.

Marvin Hughitt, Vice President,	Chicago.
J. B. Redfield, Secretary,	Chicago.
M. M. Kirkman, Treasurer,	Chicago.
John E. Blunt, Chief Engineer,	Chicago.

Other general officers, and general offices, the same as of the W. & St. P. R. R. Co.

Directors.—Albert Keep, Marvin Hughitt and J. B. Redfield, Chicago; W. F. Dickinson, Redwood Falls, and Thomas Wilson, Winona.

Executive Committee.—Messrs. Keep, Hughitt and Redfield.

Date of annual election of directors, first Thursday in June.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $300,000.)

Common stock issued (all for construction)	$300,000 00
7 per cent. first mortgage bonds due Oct. 1, 1908	150,000 00
Total of paid up stock and debt	165,000 00
Total of paid up stock and debt, per mile of road	6,762 30
Cost of road	136,338 35
Cost, per mile of road	5,587 63

The road owns no equipment and no other property.

List of Stockholders.

Albert Keep, of Chicago	1 share.
Marvin Hughitt, of Chicago	1 share.
J. B. Redfield, of Chicago	1 share.
Thomas Wilson, of Winona	1 share.
W. F. Dickinson, of Redwood Falls	1 share.
Albert Keep, Trustee, of Chicago	2,995 shares.
	3,000 shares.

Payments during the year.—For construction, $136,338.35.

GENERAL BALANCE SHEET, JULY 1, 1879.

Assets.		*Liabilities.*	
Cost of road	$136,338 35	Capital stock, subscript'ns,	$15,000 00
Due from C. & N. W. Ry Company	28,661 65	Funded debt	150,000 00
	$165,000 00		$165,000 00

C. ROCHESTER & NORTHERN MINNESOTA RAILWAY COMPANY.

OFFICERS.

Same as of Minnesota Valley Railway Company.

General Office in this State, Rochester.

Directors.—Albert Keep, M. L. Sykes, M. Hughitt and J. B. Redfield, Chicago, and J. V. Daniels, Rochester.

Executive Committee.—Messrs. Keep, Hughitt and Redfield.

Date of annual election of directors, first Thursday in June.

CAPITAL STOCK, DEBTS, ETC.

(Capital stock authorized, $300,000.00.)

Common stock issued (all for construction)	$300,000 00
Seven per cent. first mortgage bonds, due Sept. 1, 1908	200,000 00
Floating debt	25,306 78
Total debt	$225,306 78
Total of paid up stock and debt	240,306 78
Total of paid up stock and debt per mile of road (24.48 miles)	9,816 45
Cost of road	240,306 78
Cost of road per mile	9,816 45

The road has no equipmemt and no other property.

List of Stockholders.—	Shares.
Albert Keep, Chicago	1
Albert Keep, trustee, Chicago	2,995
Marvin Hughitt, Chicago	1
J. B. Redfield, Chicago	1
M. L. Sykes, New York	1
J. V. Daniels, Rochester	1
	3,000

Payments for the year.—For construction, $240,306.78.

GENERAL BALANCE SHEET, JULY 1, 1879.

Assets.—	
Cost of road	$240,306 78
Total	$240,306 78
Liabilities.—	
Capital stock subscriptions	$15,000 00
Funded debt	200,000 00
Unfunded debt (due C. & N. W. Ry Co)	25,306 78
	$240,306 78

D. PLAINVIEW RAILROAD COMPANY.

Officers same as of Minnesota Valley Railway Company.

General office in this State, at Plainview.

Directors.—Geo. W. Van Dusen, Rochester; H. P. Willson, Plainview; and Albert Keep, Marvin Hughitt and J. B. Redfield, Chicago.

Executive Committee.—Messrs. Keep, Hughitt and Redfield.

Date of annual election of Directors, first Wednesday in June.

CAPITAL STOCK, DEBTS, ETC.

(Capital Stock authorized, $200,000.00.)

Common stock issued (all for construction)	$125,200 00
Seven per cent. first Mortgage bonds, due Sept. 1, 1908	100,000 00
No floating debt.	
Total paid up stock and debt	106,260 00
Total paid up stock and debt per mile of road (15.01)	7,079 28
Cost of road	89,219 23
Cost per mile of road	5,943 99

The road owns no equipment and no other property.

List of Stockholders.

Albert Keep, Chicago	1 share.
Albert Keep, Trustee, Chicago	1,247 shares.
M. Hughitt, Chicago	1 share.
J. B. Redfield, Chicago	1 share.
G. W. Van Dusen, Rochester, Minnesota	1 share.
H. P. Willson, Plainview, Minnesota	1 share.
	1,252 shares.

Payments for the Year.—For construction $89,219 23

GENERAL BALANCE SHEET JULY 1, 1879.

Assets.—	
Cost of road	$89,219 23
Due from C. & N. W. Railway Company	17,040 77
	$106,260 00
Liabilities.—	
Capital stock subscriptions	$6,260 00
Funded debt	100,000 00
	$106,260 00

E. CHATFIELD RAILROAD COMPANY.

OFFICERS.

Wm. H. Ferry, President, - - - - - - - Chicago.
I. F. O. Ferrall, Vice President, - - - - - Chatfield.

Other officers same as of Minnesota Valley Railway Company.

General office in this State—Chatfield.

Directors.—Wm. H. Ferry, Albert Keep, M. Hughitt, C. C. Wheeler, M. M. Kirkman, and J. B. Redfield, all of Chicago; M. L. Sykes, New York; I. F. O. Ferrall, Chatfield, and S. Sanborn, Winona.

Executive Committee.—Messrs Ferry, Keep and Hughitt.

Date of annual election of directors, second Tuesday in January.

CAPITAL STOCK, DEBTS, ETC.

(Capital stock authorized, $125,000.)

Common stock issued, (all for construction)	$30,000 00
No bonded debt.	
Floating debt (due C. & N. W. R'y Co.)	55,242 47
Paid up stock and debt	56,492 47
Paid up stock and debt per mile of road, 11.46 miles	4,929 58

The paid up stock and debt also represents the cost of road.

No equipment or other property.

Stockholders.—Ch. & N. W. R'y Co., 250 and Wm. Hunter 50 shares; total, 300 shares.

Payments for the year.—For construction, $56,492.47.

GENERAL BALANCE SHEET, JULY 1, 1879.

Assets.—	
Cost of road	$56,492 47
	$56,492 47
Liabilities.—	
Capital stock subscriptions	$ 1,250 00
Unfunded debt, due C. & N. W. R'y Co	55,242 47
	$56,492 47

SOUTHERN MINNESOTA RAILWAY CO.

OFFICERS.

W. C. Van Horne, President,	Chicago, Ill.
H. C. Kingsley, Vice President,	New Haven, Conn.
P. M. Meyers, General Manager and Secretary,	La Crosse, Wis.
J. W. Losey, Solicitor,	La Crosse, Wis.
Walter Ferguson, Treasurer,	New York City.
John M. Eagan, Sup't and Chief Engineer,	La Crosse, Wis.
W. H. Barron, General Ticket & Freight Agent,	La Crosse, Wis.
H. G. Haugan, Auditor,	La Crosse, Wis.
Marshall Conant, Land Commissioner,	La Crosse, Wis.

General Offices at La Crosse, Wis.

Directors.—C. B. Gold, F. W. Downer, H. H. Cammann and J. B. Dumont, all of New York City; Henry C. Kingsley, New Haven, Conn.; Jason C. Easton, Chatfield, Minn.; W. C. Van Horne, La Crosse, Wis; Geo. P. Bissell, Hartford, Conn.; H. F. Rudd, Norwich, Conn.

Executive Committee.—Messrs. Gold, Easton and Cammann.

Date of annual election—2d Tuesday in April.

Person to address concerning this report, P. M. Meyers, La Crosse.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $1,784,200.00)

The whole capital stock is issued to the holders of the equipment mortgage bonds; and unpaid interest thereon, of the Southern Minnesota Railroad company, under which mortgage the property of that company was sold and this company was organized.

Common stock issued for Southern Minnesota Railroad Company equipment bonds cancelled	$1,252,000
For interest on above bonds	532,200
	$1,784,200

This Company has issued no bonds, but is subject to the following:

First-mortgage bonds, S. M. R. R. Co., due Oct. 1, 1884, 7 per cent	$225,000 00
Construction bonds S. M. R. R. Co., due Oct. 1, 1887, 7 per cent.	3,332,000 00
Deferred interest certificates, 7 per cent	233,240 00
Income certificates entitled to 7 per cent interest, when earned,	849,660 00
Total bonded debt (old company)	$4,639,900 00
Total amount of stock and debt	$6,424,100 00
Amount of stock and debt per mile of road (167.5 miles)	$38,352 84
Cost of road (167.5 miles) to present owners	$6,468,963 59

Construction account closed, except right of way.

CHARACTERISTICS OF ROAD.

Length Operated.—The Southern Minnesota Railway from Grand Crossing to Winnebago City ..... 167.5 miles.
The Southern Minnesota Railway Extension Company's line from Winnebago City to Fairmont put in operation July 1, 1878 ..... 17 miles.
The Southern Minnesota Railway Extension Company's line from Fairmont to Jackson, put in operation Dec. 2, 1878 ..... 26 miles.

Total length operated ..... 210.5 miles.
Being equal to an average length for the year of 197½ miles.

Stations—26; common points, 4.

Bridges and Trestles.—11 wooden bridges, aggregate length, 1,678 feet; 1 combination wood and iron bridge, 280 feet; 1 iron bridge, 140 feet; and 91 wooden trestles, aggregating 19,719 feet. Also, (Southern Minnesota Extension Railway) 1 combination wood and iron bridge, 147 feet, and 31 wooden trestles, 3,051 feet.

Fencing.—62.3 miles common board and post and barbed wire, 4 to 4½ feet high.

Railroad Crossings at grade.—C. C. D. & M. at C. C. D. & M. Junction; C. M. & St. P. at Ramsey, and B. C. R. & N., at Albert Lea.

Equipment.—11 locomotives of more than 30, 2 of more than 20, and 1 of more than 10 tons weight, exclusive of tender; 3 first class passenger cars; 3 passenger and baggage cars; 3 express and mail cars; 206 box freight and stock cars; 83 flat and coal cars; 58 hand and 11 other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage.—

Miles run by passenger trains	94,526
Miles run by freight and mixed trains	156,929
Total	251,455
Empty freight cars, miles	675,098

Speed of Trains—Miles per hour.—Mail and accommodation, highest, 24; schedule rate, including stops, 16 to 20; freight, highest 16, schedule rate, including stops, 10.

Tariffs, average per mile.—Passengers, through, 3.31 cents; local, 4.06 cents; freight, per ton, 3.24.

Tonnage.

Grain	50,651
Other agricultural products	1,295
Flour and meal	39,014
Manufactures	468
Animals	5,804
Lumber	22,365
Other forest products	7,458
Stone, brick, lime, cement, sand, etc	1,354
Coal	2,773
Merchandise and other articles	17,212
Total	148,394

Passengers.—whole number carried, 52,028; number carried one mile or passenger mileage, 2,419,174; average distance traveled by each, 46.49 miles.

Fuel Consumed.—248¼ cords of wood and 9,569 tons of coal.

Freight Hauled.—Average per car, 5.10 tons; per train, 99.60 tons.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Other Forest Products.	Merchandise and Miscellan'us.
Eastward.	*Bushels.*	*Bushels.*	*Bbls.*	*Tons.*	*M. feet.*	*Tons.*	*Tons.*
C. C. D. & M. Junc.	.....	.....	.....	.....	.....	10	.....
Hokah	26,189	1,355	57,430	.....	5	.....	2,440
Mound Prairie	2,044	.....	.....	.....	.....	12	10
Houston	27,476	2,621	33,822	22	.....	.....	1,378
Rushford	42,895	3,505	42,515	120	.....	.....	1,263
Peterson	3,214	438	7,876	2	.....	10	656
Whalen	7,859	1,355	22,866	.....	.....	.....	319
Lanesboro	67,979	7,437	64,421	1	.....	.....	1,720
Isinours	11,085	.....	48,715	2	.....	.....	285
Fountain	85,331	3,532	7,303	17	.....	.....	374
Wykoff	82,333	6,612	3,104	4	.....	.....	94
Spring Valley.....	94,293	2,747	301	72	.....	.....	768
Grand Meadow ...	115,815	2,225	2	15	.....	.....	127
Dexter	42,375	1,935	.....	.....	.....	.....	12
Brownsdale	53,291	7,434	5	18	.....	.....	55
Ramsey	41,628	.....	827	.....	12	.....	511
Oakland	27,706	337	.....	.....	.....	.....	2
Hayward	27,740	871	.....	.....	.....	.....	1
Albert Lea.....	67,615	1,350	3	175	.....	349	641
Armstrong	19,736	.....	.....	2	.....	.....	4
Alden	134,461	1,298	60	57	.....	.....	291
Wells	413,299	20,801	9,400	408	20	744	1,461
Easton.....	36,111	655	3	15	.....	.....	108
Delavan	105,026	50	.....	.....	.....	.....	452
Winnebago	36,053	2,751	20,733	31	.....	.....	1,876
Fairmont	4,258	2,667	16	115	.....	.....	284
Sherburne	1,817	.....	.....	70	.....	.....	78
Jackson	9,450	419	2	.....	.....	.....	118
Total	1,587,079	72,395	319,404	1,146	37	1,125	15,328
Total in tons..	47,612	1,737	31,940	1,146	37	1,125	15,328
Westward.							
La Crosse.....	32,132	.....	.....	.....	22,061	3,009	12,582
C. C. D. & M. Junc.	.....	.....	.....	.....	51	503	710
Hokah	.....	.....	1	.....	12	.....	69
Mound Prairie	.....	858	.....	.....	.....	360	20
Houston	10	.....	3	21	10	450	307
Rushford	1,437	.....	3	.....	.....	60	238
Peterson	.....	.....	1	10	.....	70	38
Whalen	5	.....	36	.....	.....	.....	142
Lanesboro	487	.....	13	1	.....	5	720
Isinours	1,600	.....	30	2	.....	.....	287
Fountain	193	.....	4	1	20	50	154
Wykoff	33	959	.....	.....	.....	70	322
Spring Valley.....	111	84	.....	1	.....	196	255
Grand Meadow ...	81	19	.....	.....	.....	.....	48
Dexter	.....	.....	.....	.....	.....	.....	17
Brownsdale	.....	.....	.....	.....	20	.....	74
Ramsey	177	.....	146	2	.....	.....	1,780
Oakland	.....	.....	.....	.....	.....	.....	15
Hayward	.....	.....	.....	.....	.....	.....	2
Albert Lea.....	1,549	4,478	.....	108	112	20	481
Armstrong	16	.....	2	.....	.....	.....	.....
Alden	.....	.....	.....	.....	.....	.....	48
Wells	.....	.....	.....	.....	20	1,530	863
Easton	.....	.....	.....	.....	.....	.....	2
Delavan	.....	.....	.....	.....	.....	.....	15
Winnebago	.....	510	507	.....	22	10	84
Fairmont	.....	.....	.....	2	.....	.....	13
Sherburne	20	.....	.....	.....	.....	.....	.....
Total	37,851	6,908	746	143	22,328	6,333	19,286
Total in tons..	1,136	166	75	143	22,328	6,333	19,286

Business and Receipts.

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded.	Received.	Receipts.	From.	To.	Receipts.
	Tons.	*Tons.*	Dolls.	*No.*	*No.*	*Dolls.*
La Crosse	38,616	73,759	$133,505 56	6,308	7,171	$21,817 72
La Crescent	.....	.....	.....	304	283	453 05
C. C. D. & M. Junc.	1,274	2,025	5,615 46	138	78	42 35
Hokah	9,067	7,785	14,171 27	2,055	1,723	1,783 62
Mound Prairie	484	45	678 85	204	215	195 80
Houston	6,458	4,100	13,015 34	1,543	1,624	2,517 96
Money Creek	.....	.....	.....	130	65	84 70
Rushford	7,347	2,613	16,973 86	2,517	2,840	4,257 35
Peterson	1,679	729	3,624 90	497	633	661 60
Whalen	3,050	2,446	6,753 67	649	811	915 40
Lanesboro	11,122	8,085	26,306 97	3,017	2,950	4,782 63
Isinours	5,832	4,773	13,659 56	1,352	1,394	2,087 17
Fountain	3,997	1,186	8,090 42	1,432	1,642	2,665 99
Wykoff	3,453	878	7,065 29	1,224	1,438	1,922 80
Spring Valley	4,222	2,492	11,012 93	3,331	2,964	4,886 35
Grand Meadow	3,719	1,619	8,937 08	1,720	1,793	2,602 55
Dexter	1,346	1,072	3,660 04	825	872	947 05
Brownsdale	1,944	1,799	5,629 43	1,103	995	1,301 85
Ramsey	3,645	2,233	10,234 48	5,883	5,919	10,738 09
Oakland	856	295	2,480 85	346	498	490 20
Hayward	856	127	2,728 48	341	381	298 90
Albert Lea	4,094	2,965	13,266 15	5,828	4,840	7,311 65
Armstrong	599	152	1,680 77	211	319	181 20
Alden	4,467	2,180	14,943 76	1,213	1,564	1,568 69
Wells	18,884	7,286	37,579 88	3,405	2,953	5,482 73
Easton	1,214	234	4,119 51	254	315	409 55
Delavan	3,619	1,696	14,995 65	761	733	1,295 49
Winnebago	5,307	6,016	22,679 39	2,365	2,364	5,206 63
Fairmont	608	6,034	3,245 30	1,852	1,788	4,634 38
Sherburne	203	1,160	619 23	356	264	519 40
Jackson	412	2,610	1,984 26	760	495	1,459 10
Mileage Tickets	.....	.....	.....	104	104	2,654 75
Total	148,394	148,394	$409,258 34	52,028	52,028	$96,126 70

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$409,258 34	Maintenance of way	$90,982 64
Passengers	96,126 70	Maintenance of buildings	4,157 93
Mails	7,929 84	Maintenance rolling stock	36,066 63
Express	10,864 12	Conducting transportat'n	99,181 82
Telegraph	3,272 41	General expenses	42,033 10
Miscellaneous	6,974 79		
Total	$534,426 20	Total	$272,422 12

Ratio of passenger to freight earnings, as 1 to 4.2.

Average gross earnings per mile (average 197½ miles) of road	$2,705 95
Average gross earnings per train mile	2 12

The operating expenses were 51 per cent. of gross earnings.

Operating expenses averaged per mile (average 197½ miles) of road	$1,379 35
Operating expenses averaged per train mile	1 08
Net earnings	262,004 08
Net earnings per mile (average 197½ miles) of road	1,326 60
Net earnings per train mile	1 04

Payments in addition to operating expenses.—

Right of way	$ 1,693 70
Taxes	19,291 09
Interest on bonds	248,990 00
Interest on extension company bonds	13,545 00
Reorganization expenses	2,027 68
Total	$285,547 47

GENERAL BALANCE SHEET, JULY 1, 1879.

Assets.—

Cost of Road and equipments	$6,468,963 59
Materials and cash on hand	102,594 02
Accounts receivable	69,682 86
	$6,641,240 47

Liabilities.—

Capital stock	$1,784,200 00
First mortgage bonds	225,000 00
Construction bonds	3,332,000 00
Income certificates	849,660 00
Preferred interest certificates	233,240 00
Accounts payable and pay rolls	103,620 98
Profit and loss account	113,519 49
	$6,641,240 47

REGULATIONS, MAILS, ETC.

Trains are required to stop 400 feet from railroad crossings before proceeding. When approaching highways, engineers sound whistle and ring bell. Use ordinary platform and link coupling. Ordinary hand brakes.

Receive $46.51 per mile of road per year for carrying United States mails each way daily. Company furnishes compartments on passenger trains, also light and fuel, and delivers mail at terminal points and to post offices within ¼ mile of depot.

The American Express Company pays 1½ first-class rates, goods delivered and received at depots.

LANDS.

(For 18 months ending June 30, 1879.)

Congressional Grant.

Whole number of acres received	337,970.61
Whole number of acres yet to inure	Uncertain.
Whole number of acres sold during such 18 months	13,182.61
Whole number of acres contracted during such 18 months	None.
Receipts during the 18 months	$66,469 81
Of foregoing receipts, $23,182.51 were on mortgages.	
Average price of lands sold in above period, per acre	$7 23
Average price at which lands are now held, per acre	6 00

State or Swamp Land Grant.

Whole number of acres received	35,242.29
Whole number of acres yet to inure	Uncertain.
Whole number of acres sold in foregoing 18 months	409.57
Whole number of acres contracted in foregoing 18 months	None.
Receipts for same period	$3,210 00
Average price of lands sold for same period	8 00
Average price at which lands are now held	3 00

Summary.

Total of lands received, acres	373,212.90
Total of lands sold, appropriated and contracted, acres	229,324.63
Receipts in all forms, in all years to June 30, 1879	$776,309 61

ACCIDENTS.

A. To Persons.

Passengers.—None.

Employees.—Wm. Hohl, brakeman, November 9, 1878, at Houston, finger taken off while coupling.

M. Moriarty, brakeman, November 28, 1878, at Spring Valley, finger taken off while coupling.

P. A. McGilvra, brakeman, December 13, 1878, near Armstrong, slipped and fell under the wheels in attempting to jump on moving engine, and died from effects of injuries.

J. McCauley, pile driver man, May 19, 1879, at Jackson; right hand crushed by leaving it on the pile when the hammer fell.

Others.—Tollef Thorson, May 5, 1879, near Houston, killed while walking on track; jury's verdict: "Came to his death by being struck by an engine while he was in a state of intoxication."

Total, 4 employees and 1 other, accidents all resulting from own want of caution.

B. To Trains.

None.

HISTORY.

The road was originally chartered by the Territorial Legislature, March 2, 1855, as the Root River Valley and Southern Minnesota Railroad. Road sold February 10, 1877, under foreclosure of second mortgage equipment bonds of the Southern Minnesota Railroad Company, and subject to all prior liens, and was purchased by the trustees for holders of said bonds for $1,784,200, being the principal and interest of their bonds.

Pursuant to decree of foreclosure and to provisions of Chapter 30, of General Laws of 1876, said trustees, at the request of said bondholders, on March 3, 1877, organized the present Southern Minnesota Railway Company, which company obtained possession of the property from the United States court March 8, 1877.

The Company owns the stock of the Southern Minnesota Railway Extension Company, and operates the Extension as a part of the Southern Minnesota Railway.

Gradually, as completed from the banks of the Mississippi, westward, the road was put in operation at the following dates:

From Grand Crossing to Rushford, 30 miles in January, 1867.
From Rushford to Lanesboro, 20 miles, in December, 1868.
From Ramsey to Albert Lea, 21½ miles, in September, 1869.
From Albert Lea to Wells, 19½ miles, in January, 1870.
From Lanesboro to Ramsey, 54½ miles, in November, 1870.
From Wells to Winnebago, 22 miles, in December, 1870.
From Winnebago to Fairmont, 17 miles, July 1st, 1878.
From Fairmont to Jackson, 26 miles, Dec. 2d, 1878.

As an auxiliary to the Southern Minnesota Railway Company, the

SOUTHERN MINNESOTA RAILWAY EXTENSION COMPANY

was organized January 17, 1878, with its capital stock owned and its bonds guaranteed by the Southern Minnesota Railway Company, for the purpose of building the Southern Minnesota Railway west of Winnebago City.

This Extension Company has made a report concerning officers, stock, etc., as follows:

OFFICERS.

Walton Ferguson, President, - - - - - - New York.
Fred. W. Downer, Vice President and Secretary, - - New York.
A. G. Haugan, Treasurer, - - - - - - LaCrosse.

Other officers and offices the same as of the Southern Minnesota Railway Company.

Directors.—Walton Ferguson, H. H. Camman, J. B. Dumont, F. W. Downer and H. C. Swords, New York; W. C. Van Horne, Chicago, and J. C. Easton, Chatfield.

Executive Committee.—Messrs. Ferguson, Van Horne and Camman.

Date of annual election, 2d Thursday in June.

Person to address concerning this report, P. M. Myers, LaCrosse.

CAPITAL STOCK, ETC.

(Capital stock authorized, $150,000.)

Common stock issued (in January, 1878, and all subscribed for on behalf of the Southern Minnesota Railway Company,) $150,000.

Account of bonds not yet closed.

The road will be completed to the western state line during the year 1879. As fast as completed it is operated by the Southern Minnesota Railway Company, as a part of their line. The Extension Company owns no rolling stock or other property.

CENTRAL R. R. CO. OF MINNESOTA.

OFFICERS.

J. B. Dumont, President, - - - - - - New York City.
H. W. DeForest, Secretary, - - - - - New York City.
J. C. French, Transfer Agent, - - - - - New York City.

Other general officers, and general offices, the same as of the Southern Minnesota Railway Company.

Directors.—A. P. Man, J. B. Dumont, E. K. Goodenow, Walton Ferguson, F. H. Weeks, J. C. French, Wm. B. Barbour, Henry Graves, H. A. Taylor, H. F. Shoemaker, and H. W. DeForest, all of New York.

Date of annual election, May 1.

Person to address concerning this report, P. M. Myers, La Crosse.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $8,000,000.)

Common stock issued (for bonds cancelled)	$269,100 00	
Preferred stock issued	318,200 00	
		$587,300 00
First mortgage bonds, 7 per cent., due January, 1898	600,000 00	
Floating debt, estimated	25,000 00	
Total of stock and debt		$1,212,300 00

The stock issued by the original organization was cut off by foreclosure in 1872.

The present common stock was issued wholly for bonds cancelled, and the preferred stock for cash advances made since 1872.

Of the bonds about one-half were issued for iron, and most of the others used as collateral for loans and debts.

COST OF ROAD.

Cost of construction about	$1,000,000 00
Cost of equipment	21,854 65
Cost of right of way, not settled	.....
Cost of all other property	17,800 00

CHARACTERISTICS OF ROAD.

Length.—From Mankato to Wells, 40 miles; additional sidings, 1.4 miles.

Stations.—6; common points, 2.

Bridges and trestles.—16 wooden bridges, aggregating 1,998 feet; 11 wooden trestles, 2,208 feet.

Fencing.—One-half mile barbed wire, costing $71.20 or 44½ cents per rod.

Railroad Crossings at Grade.—St. Paul & Sioux City, at Mankato.

Equipment.—1 locomotive of more than 30 tons weight, 1 combination passenger and baggage car, 10 flat and coal cars, 6 hand and other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage.—By freight and mixed trains ..... 33,172 miles.
Empty freight cars ..... 41,733 miles.

Speed of Trains.—Mail and accommodation, highest, 22 miles per hour; and schedule rate, including stops, 16 to 18 miles per hour.

Tariffs, average per mile.—For through passengers 3.76 cents, and local 5 cents; freight, per ton, 4.82 cents.

Tonnage.

Grain	11,091
Other agricultural products	415
Flour and Meal	1,027
Manufactures	16
Animals	480
Lumber	6,451
Stone, brick, lime, cement, sand, etc.	2,407
Coal	32
Merchandise and other articles	3,073
Total	24,992

Passengers.—Whole number carried, 7,669; number carried one mile, or passenger mileage, 189,060; average distance traveled by each, 24.65 miles.

Fuel Consumed.—979.25 cords of wood and 204 tons of coal.

Freight Hauled.—5.32 tons per car, and 20.62 tons per train.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Prod.	Lumber.	Other Forest Prod'ts.	Mdse. and Misc.
Eastward.	*Bushels.*	*Bushels.*	*Bbls.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Minnesota Lake...	60,280	427	.....	15	.....	.....	317
Mapleton.....	156,010	1,310	.....	22	.....	.....	106
Good Thunder....	75,698	3,030	1,211	.....	43	.....	187
Mankato.....	46,437	15,526	8,200	302	208	3,922	3,402
Total.....	338,425	20,293	9,411	339	251	3,922	4,012
Total in tons....	10,152	487	941	339	251	3,922	4,012
Westward.							
Wells	4	4,908	6	38	1,993	127	2,189
Minnesota Lake ..	.....	.....	.....	5	.....	.....	23
Mapleton.....	.....	.....	.....	2	.....	.....	29
Good Thunder....	10,938	668	110	.....	.....	.....	9
Total	10,942	5,576	116	45	1,993	127	2,250
Total in tons....	328	134	11	45	1,993	127	2,250

Business and Receipts.

STATIONS.	FREIGHT.			PASSENGERS.		
	For-warded.	Receiv'd	Receipts.	From	To	Receipts.
	Tons.	*Tons.*	*Dolls.*	*No.*	*No.*	*Dolls.*
Wells.....	4,465	17,933	5,886 25	1,722	2,212	3,419 60
Minnesota Lake.....	2,178	860	3,320 51	652	678	569 90
Mapleton.....	4,870	1,406	7,738 89	918	1,025	902 40
Good Thunder.....	3,059	2,145	4,346 14	853	966	702 70
Rapidan.....	.....	.....	.....	241	195	92 50
Red Jacket.....	.....	.....	.....	50	55	10 45
Mankato.....	10,420	2,648	11,682 35	3,233	2,538	3,334 60
Total	24,992	24,992	32,974 14	7,669	7,669	9,239 25

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$32,974 14	Maintenance of way	$9,471 78
Passengers	9,239 25	Maintenance of buildings	300 16
Mails	1,404 25	Maintenance rolling stock	1,179 15
Express	853 04	Conducting transportation	13,013 26
		General expenses	1,076 40
Total	$44,470 68	Total	$25,040 75

Ratio of passenger to freight earnings, as 1 to 3.57.

Average gross earnings per mile of road	$1,140 20
Average gross earnings per train mile	$1 34

Operating expenses were 56 per cent. of gross earnings.

Average operating expenses per mile of road	$629.25
Average operating expenses per train mile	$0.75
Net earnings	$19,429 93
Net earnings per mile of road	$498 20
Net earnings per train mile	$0 59

Payments in addition to Operating Expenses.

Right of way	$381 00
Taxes	990 99
Interest	800 00
Old claims	11,811 79
	$13,983 78

REGULATIONS, MAILS, ETC.

Same as on Southern Minnesota Railroad, except that the rate per mile per annum for carrying U. S. mails is $34.20.

HISTORY.

Incorporated as Minnesota & Northwestern Railroad Company in 1857. Construction of road begun in 1871. Name changed in 1872 to Central Railroad Company of Minnesota, and bonds issued to the amount of about $400,000.00. Mortgage foreclosed in July, 1873, and bought by trustees on account of bondholders. Road completed Nov. 20, 1874.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILROAD CO.

OFFICERS.

Fred Taylor, President,	New York, N. Y.
E. F. Winslow, Vice President and General Manager,	Cedar Rapids, Iowa.
W. D. Walker, Secretary,	Cedar Rapids, Iowa.
I. Tracy, Solicitor,	Burlington, Iowa.
Alexander Taylor, Treasurer,	New York, N. Y.
C. I. Ives, Superintendent,	Cedar Rapids, Iowa.
W. P. Clark, Chief Engineer,	Cedar Rapids, Iowa.
B. F. Mills, Assistant General Ticket Agent,	Cedar Rapids, Iowa.
A. L. Mohler, Assistant General Freight Agent,	Cedar Rapids, Iowa.
J. C. Brocksmit, Auditor,	Cedar Rapids, Iowa.
Chas. W. Gardiner, General Agent	Cedar Rapids, Iowa.

General offices at Cedar Rapids, Iowa.

Directors.—Fred. Taylor, Alex. Taylor, F. Butterfield, Horace Porter, George Bliss, W. S. Nichols and W. S. Opedyke, New York City; Jno. M. Dennison, Baltimore; M. Shepherd Bolles, Boston; Chas. Bard, Norwich; Jno. I. Blair, Blairstown, N. J.; E. F. Winslow and S. C. Bever, Cedar Rapids.

Annual electon of directors, fourth Tuesday in February.

Person to address regarding this report, Charles W. Gardiner.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $10,000,000.00.)

Common stock issued (to represent purchased lines)	$5,500,000 00
Five per cent. first mortgage bonds, due June 1, 1906	6,500,000 00
Seven per cent. (gold) Minneapolis & St. Louis Railway bonds, due June, 1927, guaranteed by the B., C. R. & N. Ry. Co.	150,000 00
Floating debt	198,797 05
Total of debt	$6,848,797 05
Proportion of debt for Minnesota	195,679 91
Total of stock and debt	12,348,797 05
Total of stock and debt per mile of road	28,258 11

COST OF ROAD.

In Minnesota	223,214 47

CHARACTERISTICS OF ROAD.

	Whole length.	In Minn.
Length.—Main Line, Burlington, Ia., to Albert Lea, Minn.,	252.66	12.56
Branches—Linn to Postville, Iowa	94.14	
Vinton to Holland, Iowa	48.10	
Muscatine to Riverside, Iowa	30.90	
Elmyra to Iowa City	9.75	
Total	435.58	12.56

Stations.—In Minnesota, 3 stations and 1 common point.

Bridges and Trestles.—In Minnesota, 14 trestles, aggregate length 438 feet.

Fencing.—4.26 miles in Minnesota, costing about $1,364, or $1 per rod.

Railroad Crossings at Grade.—In Minnesota, Southern Minnesota at Albert Lea.

Equipment.—Applying to the whole road, 17 locomotives of more than 30 and 21 of more than 20 tons weight, exclusive of tender; 16 first-class passenger cars, 12 express and baggage cars, 790 box freight and stock cars, 300 flat and coal cars, 188 hand cars, 20 way cars, 3 bridge cars, 3 wrecking cars and 3 snow plows.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage.—

In Minnesota, passenger trains	10,550
In Minnesota, freight trains	12,925
Number of miles, total	23,475

Speed of Trains.—Miles per hour—passenger, highest 35, schedule rate including stops 22; freight, highest 15, schedule rate including stops 10.

Tariffs.—Average per mile, 3.37 cents for passengers and 2.14 cents per ton for freight.

Tonnage.

Grain	192,044 26
Flour and meal	43,806 16
Bran and millstuffs	12,778 22
Manufactures, household goods and sundries	43,088 05
Manufactures, agricultural implements	4,293 23
Animals	105,894 28
Provisions	20,286 87
Lumber	52,662 87
Iron (rails, including steel rails)	13,956 42
Salt	15,480 30
Coal	78,081 98
Ice	3,592 00
Merchandise and other articles not above enumerated	26,035 30
Tonnage of the whole road, total	611,999 94

In reply to a request for additional information, the general agent states that hereafter the accounts of the company will be kept in such form as to enable the officers readily to furnish all statistics required under the railroad laws of Minnesota, and submits the following freight summary for stations in Minnesota:

STATIONS.	Forwarded.		Received.		Total.
	Tons.	*Tons, 1 mile.*	*Tons*	*Tons, 1 mile.*	*Tons, 1 mile.*
Gordonville	358	358	1	1	359
Glenville	1,680	8,402	217	1,442	9,844
Albert Lea	5,465	68,314	539	6,004	74,318
Through freight	32,533	406,662	45,867	572,204	978,866
Total	40,036	483,736	46,624	579,651	1,063,387

The freight received does not include freight from local points in Iowa, because accounts have not hitherto been kept with a view to have it separated from other freight of the main line.

Passengers.—

	Minnesota.	Whole road.
Whole number carried	24,521	253,109
Whole number carried one mile	223,104	8,926,588
Average distance traveled by each, miles	9.10	35.27

Freight Hauled.—On the whole road, 96.36 tons per train, by 7,930 trains, or 10 tons per car.

EARNINGS AND EXPENSES—WHOLE ROAD.

Gross Earnings—

Freight	$1,038,525 95
Passengers	300,531 13
Mails	24,679 46
Express	24,225 10
Total	$1,387,961 64
Other receipts	476,305 08
Gross income	$1,864,266 72

Operating Expenses.—

Maintenance of way	344,648 82
Maintenance of motive power	212,470 40
Maintenance of cars	92,469 03
Conducting transportation, passengers	66,171 67
Conducting transportation, freight	127,765 68
Salaries and office expenses	70,287 43
Taxes and insurance, etc	36,845 43
Total operating expenses	$ 950,658 29

Ratio of passenger to freight earnings, as 1 to 3.45.

Average gross earning, per mile (435.8 m.) of road	$3,184 85
Average gross earnings per train mile	1 52

Operating expenses were 68 per cent. of gross earnings.

Operating expenses per mile of road	$2,232 64
Operating expenses per train mile	1 04
Net earnings	437,303 35
Net earnings per mile of road	1,003 45
Net earnings per train mile	47

Gross earnings in Minnesota.—

Passengers and Miscellaneous	$ 6,988 62
Freight	29,680 07
	$36,668 69

GENERAL BALANCE SHEET, JULY 1, 1879.

Assets.—

Cost of consolidated road, equipment and property		$12,415,475 61
New construction, am't expended during the year		12,047 89
New equipment during the year		21,242 02
Improvement of property during the year		36,314 09
Other expenditures during the year		29,328 20
Purchase of Chicago, Clinton & Western Railway		162,798 77
Coupon interest expended year ending June 30, 1878	$335,709 99	
Coupon interest expended during the year	335,513 13	
		$671,223 12
Unfunded debt, as per last report		393,302 30
Assets—Capital stock not issued		4,500,000 00
Bonds possessed by Company	6,100 00	
Due from U. S. mails, railways and express	27,298 53	
Due from agents and miscellaneous sources	24,339 72	
Due from bills receivable	10,420 27	
Amount paid account Iowa City & W. R. W.	7,860 80	
Cash on hand	35,284 07	
		$111 303 39
Material and fuel account, machine department	36,826 30	
Material and fuel account, engineer department	10,927 50	
Material and fuel account, renewal account	115,412 52	
		$163,166 32
		$18,516,201 71

Liabilities.—

Capital stock		$10,000,000 00
Funded debt, B. C. R. & N. Ry., currency		6,500,000 00
Unfunded debt, pay rolls	$106,235 53	
Unfunded debt, bills payable	88,630 66	
Unfunded debt, loan account	3,930 86	
	$198,797 05	
Less old rails on hand (cash value)	32,875 54	
		165,921 51
Income account, sale of bonds	$350,625 00	
net earnings for year.	437,303 35	
coupon interest	25,906 92	
lots sold and leased	7,033 49	
car mileage	17,116 10	
miscellaneous sources	12,233 64	
outstanding bond account	1,893 08	
		852,111 58
Balance as per last annual report		848,168 62
		$18,516,201 71

REGULATIONS, MAILS, ETC.

All trains must come to a full stop, 400 feet from railroad crossings at grade of other roads, and will not proceed until the conductors are satisfied that the tracks are clear.

One long and two short sounds of whistle, and ringing of bell 80 rods before reaching public highway, continuing the ringing till highway is crossed.

Use Miller's coupler, buffer and platform, Westinghouse air-brake.

Government paid last year $24,679.46 for carrying U. S. mails. As yet no contract; government pays what it pleases.

The American Express Company pays $40 per day for 25,000 pounds, and double first-class rates for any excess; freight taken at depots.

On June 22, 1876, the property of the Burlington, Cedar Rapids & Minnesota Railway was sold for $170,000, and bid in by a committee appointed by the bondholders.

The track from State line to Albert Lea, (completed Sept. 9, 1877,) is owned by the Minneapolis & St. Louis Railway Company, and leased for 99 years.

No accidents.

CHICAGO, CLINTON, DUBUQUE & MINN. RAILROAD CO.

OFFICERS.

James F. Joy, President,	Detroit, Mich
Alpheus Hardy, Vice President,	Boston, Mass.
Chas. Merriam, Secretary and Treasurer,	Boston, Mass.
Wm. J. Knight, Solicitor,	Dubuque, Iowa.
F. O. Wyatt, General Superintendent and Auditor,	Dubuque, Iowa
J. Chapman, General Ticket and Freight Agent,	Dubuque, Iowa.

General Offices at Dubuque, Iowa.

Directors.—James F. Joy, Detroit, Mich.; N. Thayer, Sydney Bartlett, J. A. Burnham, H. H. Hunniwell, J. N. Dennison, Alpheus Hardy, F. Bartlett, N. Thayer, jr., Boston, Mass.

Annual election of directors last Friday in February.

Person to address concerning this report, F. O. Wyatt.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $6,156,600.)

Common stock issued, or to be issued	$6,156,600 00
Proportion for Minnesota	770,205 00
Debt, (not secured by mortgage, but funded at 7 per cent. interest, principal payable Feby. 1, 1884; no part of it applicable to Minnesota,)	400,000 00
Amount of stock and debt per mile of whole road	31,506 96

COST OF ROAD.

Cost of right of way in Minnesota	$16,474 58
Cost of construction in Minnesota	732,196 45
Cost of equipment (208 1-10 miles)	549,769 78
Average cost of road and equipment per mile (208 1-10 miles)	32,048 60
Average cost of equipment per mile of road	2,641 85
Total cost to present owners	$6,436,934 53

CHARACTERISTICS OF ROAD.

Length.—

	Whole Road,	Minn.
Main line from Clinton, Iowa, to LaCrescent, Minn.	164.50	24.90
Branch from Turkey River, Iowa, to Wadena, Iowa	43.60	
Total miles	208.10	24.90
Additional sidings, miles	17.60	1.66
No. of miles with iron rails	220.87	26.56
No. of miles with steel rails	4.83	

Stations.—In Minnesota, 4; common points, 1.

Bridges and trestles.—In Minnesota, 4 Howe truss, wooden, aggregate length, 541 feet; 22 wooden trestles, 3,366 feet. Three of the Howe truss bridges have been replaced with new ones during the year, viz.: Crooked Creek bridges, Nos. 101 and 102, span 120 feet each, and the south span of Root River bridge, No. 113, span 151 feet.

Fences.—None in Minnesota.

Railroad Crossings at grade.—S. M. Railway at Junction.

Equipment.—4 locomotives of more than 30, and 8 of more than 20 tons weight, exclusive of tender; 9 first-class passenger cars, 4 express and baggage cars, 340 box freight and stock cars, 78 flat and coal cars, 70 hand and other cars, including 2 pile drivers.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage.—Miles run in Minnesota by passenger trains	15,840
Miles run in Minnesota by freight and mixed trains	17,000
	32,840

Speed of Train—Miles per hour—express passenger, highest, 25; schedule rate, including stops, 18; freight, highest, 12; schedule rate, including stops, 9.

Tariffs.—Average per mile—2.9 cents for through, and 3.9 for local passengers; 2.3 cents for through, and 1.1 cents for local freight, per ton.

Tonnage in Minnesota.

Grain	2,841
Other agricultural products	693
Flour and meal	620
Lumber	32,700
Other forest products	1,416
Coal	1,866
Merchandise and other articles	4,084
Total	44,220

Passengers in Minnesota.—Whole number carried, 14,415; number carried one mile, or passenger mileage, 302,482; average distance traveled by each, 20.9 miles.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Farm Prod.	Lumber.	Other Forest Prod.	Mdse. and Misc.
Southward.	*Bushels.*	*Bushels.*	*Bbls.*	*Tons.*	*M. Feet.*	*Tons.*	*Tons.*
Brownsville	37,073	1,972	314	609	120	24	99
S. M. Junction	5	12,843	2,750	.....	.....	72	949
La Crescent	16,729	5,055	2,576	81	.....	.....	31
La Crescent Junc.	.....	7,294	250	3	27,120	1,296	699
Total	53,807	27,164	5,890	693	27,240	1,392	1,778
Total in tons	1,614	652	589	693	32,688	1,392	1,778
Northward.							
Brownsville	.....	.....	2	.....	10	24	49
S. M. Junction	19,164	.....	2	.....	.....	.....	3,008
La Crescent	.....	.....	305	.....	.....	.....	1,115
Total	19,164	.....	309	.....	10	24	4,172
Total in tons	575	.....	31	.....	12	24	4,172

EARNINGS AND EXPENSES.

(Whole Road.)

Gross Earnings.		*Operating Expenses.*	
Freight	$299,787 40	Maintenance of way	$138,833 09
Passengers	133,474 59	Maint'nce of buildings	3,067 31
Mails	14,031 32	Maint'nce of rolling stock	49,005 74
Express	3,218 39	Conduct'g transportat'n	111,479 31
Miscellaneous	690 00	General expenses	38,293 26
Total	$451,201 70	Total	$340,678 71

(In Minnesota.)

Gross Earnings.		*Operating Expenses.*	
Freight	$12,748 96	All items pro-rated on mileage	$39,453 87
Passenger	11,066 69		
Miscellaneous	1,821 83		
Total	$25,637 48	Total	$39,453 87

The earnings in Minnesota were 5.6 per cent. of the earnings of the whole road.

Ratio of passenger to freight earnings of the whole road, as 1 to 2.25.

Average gross earnings per mile of whole road $2,168 19

Operating expenses of the whole road were 71.6 per cent. of gross earnings.

Operating expenses per mile of road $1,637 09

Net earnings, whole road $110,522 99

Net earnings, per mile of road 531 10

GENERAL BALANCE JULY 1, 1879.

(Business from January 1, 1879.)

Assets.—		
	To construction	$6,214,594 39
	To equipment	233,825 00
	To operating expenses	198,743 78
	To material on hand	6,590 61
	To balance due from others	13,384 71
	To due from U. S. government	3,526 87
	To stock of W. & M. R. R. Co	56,643 37
	To cash in Dubuque	8,474 24
	To bills receivable	13,000 00
	To W. & M. R. R. 8 per cent. mortgage bonds	27,000 00
	To capital stock fractions	32 00
	To dividend No. 1	118,760 00
	To interest (miscellaneous)	1,493 69
	To accrued interest on bonds	11,666 66
	To old indebtedness	1,283 60
	To suspense account	7,500 00
	Total	$6,916,516 92
Liabilities.—		
	By gross earnings	$235,322 50
	By approved vouchers	28,143 32
	By unpaid pay rolls	226 62
	By salt account	242 00
	By voluntary contributions	5,546 41
	By income account	78,878 82
	By capital stock	6,151,440 00
	By bonded debt	400,000 00
	By accrued bond coupon interest	11,666 66
	By bills payable (Boston)	4,500 00
	By cash overdrawn (Boston)	550 59
	Total	$6,916,516 92

REGULATIONS, MAILS, ETC.

Trains come to full stop before railway crossings, and proceed when track is known to be clear.

Eighty rods from highway crossing bell is rung, and kept ringing, until passed.

Use Miller's platform, coupler and buffer, and Westinghouse air-brake.

Government pays $68.00 per mile per year, for one carriage of mail each way, daily, except Sundays.

The American Express Company pays a percentage of gross receipts for accommodations to transact business.

The original Company (Dubuque & Minnesota Railway Company,) was incorporated January 15, 1868. Name changed November 6, 1871, to the Chicago, Dubuque & Minnesota Railroad Company. Road given to trustees for benefit of stockholders, under decree of foreclosure, Oct. 28, 1876, and a new company, styled the Dubuque and Minnesota Railway Company, formed Sept. 20, 1877, acquired the property. Consolidated February 28, 1878, with the Clinton & Dubuque Railroad Company, under the present name.

Road completed to LaCrescent in October, 1872.

MINNEAPOLIS & ST. LOUIS RAILWAY CO.

OFFICERS.

W. D. Washburn, President,	Minneapolis.
R. B. Langdon, Vice President,	Minneapolis.
A. H. Bode, Sec., Treas. and Gen'l Freight and Ticket Agent,	Minneapolis.
I. Atwater, Solicitor,	Minneapolis.
C. F. Hatch, General Manager,	Minneapolis.
E. W. Gaylord, Superintendent,	Minneapolis.

General offices at Minneapolis.

Directors.—W. D. Washburn, C. C. Washburn, J. K. Sidle, R. J. Baldwin, R. B. Langdon, John Martin, C. J. Martin, C. H. Pettit, W. W. McNair, W. D. Hale, P. Gibson, R. P. Russell, Isaac Atwater, J. S. Pillsbury, H. T. Welles, Franklin Steele and A. H. Bode, all of Minneapolis.

Executive Committee.—Messrs. W. D. Washburn, Langdon, Welles, John Martin and Pettit.

Person to address concerning this report, A. H. Bode, Minneapolis.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $2,000,000.00.)

Common stock issued (construction account)	$2,000,000 00
Seven per cent. (gold) 1st mortgage bonds, due Jan. 1, 1907	455,000 00
Seven per cent. (gold) 1st mortgage bonds, due Feb. 1, 1927	950,000 00
Floating debt	384,096 63
Total stock and debt	$3,789,096 63
Total stock and debt per mile of road	35,084 23

COST OF ROAD.

Right of way (Minneapolis to Albert Lea, 108 miles)	$45,394 39
Construction	3,410,885 61
Equipment	283,093 25
Real estate, used exclusively in operating road	43,513 57
Total cost of main line	$3,782,886 82

CHARACTERISTICS OF ROAD.

Length.—Main line from Minneapolis to Albert Lea..... 108 miles.
Branch—Minneapolis & Duluth Railroad from Minneapolis to White Bear..... 15 miles.

Total length..... 123 miles.

Stations.—17; common points, 5.

Bridges and Trestles.—11 wooden bridges, aggregating 1,240 feet; 63 wooden trestles, 11,855 feet.

Fencing.—30 miles of board and wire.

Railroad Crossings at grade.—Winona & St. Peter at Waseca; St. Paul & Sioux City at Merriam; Hastings & Dakota at Chaska; St. Paul, Minneapolis & Manitoba at Minneapolis.

Equipment.—12 locomotives of more than 30, and 1 of more than 20 tons weight, exclusive of tender; 4 first and 2 second class passenger cars; 3 express and baggage cars; 221 box freight and stock cars; 65 flat and coal cars; 59 hand and other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage.—Miles run by passenger trains..... 107,222
Miles run by freight and mixed trains..... 149,630

Total..... 256,852

Speed of Trains.—Miles per hour—Express passenger, highest 30, schedule rate, including stops, 27; mail and accomodation, highest 18, schedule rate, including stops, 15; freight, highest 15, schedule rate, including stops, 10.

Tariffs.—Average per mile—2.86 cents for through, and 3.69 cents for local passengers; 1.53 cents per ton for through, and 3.26 cents for local freight.

Tonnage.

Grain	68,917
Other agricultural products	4,339
Flour and meal	63,254
Provisions	2,743
Manufactures	2,972
Animals	7,310
Lumber	41,413
Other forest products	24,790
Iron, lead and mineral products	7,029
Stone, brick, lime, cement, sand, etc	22,184
Coal	13,902
Merchandise and miscellaneous	25,646
Total	284,500

Passengers.—Whole number carried 77,571
Whole number carried one mile, or passenger-mileage.. 2,523,886
Average distance traveled by each, miles..... 32.53

Fuel consumed.—10,465 cords of wood.

Freight Hauled.—Number of tons (paying) carried one mile or tonnage-mileage..... 14,987,690

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Other Forest Products.	Mdse and Misc.
Northward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M. Feet.*	*Tons.*	*Tons.*
East Minneapolis..	.....	200	284	99	34	46	1,716
Minneapolis	366	6,810	188,562	.....	287	201	7,981
Hopkins	.....	.....	5,002	.....	3	.....	32
Eden Prairie.....	7,666	791	.....	.....	.....	10	29
Chaska.....	215,261	27,140	78	211	.....	132	5,164
Carver.....	91,179	8,939	.....	110	.....	.....	1,312
Merriam J.....	636,991	52,555	237	191	9	140	3,692
Jordan.....	23,487	2,893	21,161	21	.....	.....	1,067
New Prague.....	102,898	599	110	83	.....	360	157
Montgomery	23,671	571	125	46	7	6,171	469
Kilkenny	6,341	26	1	75	55	3,274	1,032
Waterville	56,214	580	.....	154	72	290	971
Waseca	73,250	524	308	108	.....	890	777
Richland	72,783	1,539	2	12	.....	.....	55
Hartland.....	50,339	119	.....	203	.....	.....	421
Albert Lea.....	50,890	141,420	4,708	893	163	295	32,860
Total.....	1,411,336	244,706	220,578	2,206	630	11,809	57,735
Total in tons....	42,340	6,118	22,058	2,206	630	11,809	57,735
Southward.							
White Bear	562,476	1,943	3,503	832	6,613	3,699	2,385
East Minneapolis..	.....	1,347	61	.....	2,171	215	464
Minneapolis	42,000	46,170	235,568	957	31,830	3,142	28,764
Hopkins	20	.....	7,099	.....	.....	.....	41
Chaska.....	8	.....	.....	.....	.....	.....	1,371
Carver.....	2,483	802	.....	3	.....	.....	156
Merriam	1,280	.....	437	163	87	.....	1,952
Jordan.....	3,809	2,380	21,254	38	6	32	2,205
New Prague	.....	.....	.....	.....	.....	309	67
Montgomery	.....	.....	.....	11	.....	1,554	9
Kilkenny	.....	.....	.....	2	23	1,940	43
Waterville	.....	.....	150	22	36	2,090	91
Waseca	4,877	.....	2,588	74	17	.....	475
Richland	19,720	.....	1	21	.....	.....	139
Hartland.....	1,312	172	.....	10	.....	.....	19
Total.....	637,985	52,814	270,661	2,133	40,783	12,981	38,181
Total in tons....	19,140	1,320	27,066	2,133	40,773	12,981	38,181

Business and Receipts.

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded.	Received.	Receipts.	From.	To.	Receipts.
	Tons.	*Tons.*	*Dolls.*	*No.*	*No.*	*Dolls.*
White Bear	38,802	31,436	20,337 22	6,580	6,305	3,635 48
East Minneapolis	4,819	3,820	1,763 36	597	209	277 04
Minneapolis	118,170	122,735	130,201 39	23,974	24,769	28,224 53
Hopkins	1,286	1,043	731 54	2,110	2,724	728 23
Eden Prairie	289	30	73 08	1,175	1,190	653 85
Chaska	14,022	14,263	13,232 99	5,226	5,291	3,992 90
Carver	4,634	1,244	1,986 64	3,413	2,939	2,256 10
Merriam Junction	26,764	34,931	28,104 84	5,197	5,915	5,167 27
Jordan	8,561	2,883	3,711 50	2,624	2,679	1,908 85
New Prague	4,089	1,924	3,469 00	1,996	2,014	1,648 40
Montgomery	9,004	803	1,771 67	1,833	1,858	1,521 77
Kilkenny	6,635	379	1,068 18	1,343	1,388	1,026 30
Waterville	5,442	1,400	3,122 13	2,555	2,580	2,136 20
Waseca	4,988	3,625	6,588 99	6,479	6,363	7,464 34
Richland	3,041	2,107	4,036 06	2,019	1,946	1,512 27
Hartland	2,210	1,149	1,861 44	1,959	1,779	1,301 25
Albert Lea	39,744	60,738	72,678 61	8,491	7,622	18,891 37
Total	284,500	284,500	$294,688 64	77,571	77,571	$82,346 15

EARNINGS AND EXPENSES.

Gross Earnings		*Operating Expenses.*	
Freight	$294,688 64	Maintenance of way	$66,517 08
Passengers	82,346 15	Maintenance of buildings	3,182 72
Mails	11,507 76	Maintenance of rolling stock	34,186 72
Express	5,106 47	Conducting transportation	118,341 74
		General Expenses	27,038 32
Total	$393,649 02	Total	$249,266 58

Operating expenses were 63.3 per cent. of gross earnings.

Ratio of passenger to freight earnings, as 1 to 3.58.

Average gross earnings per mile (123 miles) of road	$3,200 40
Average gross earnings per train mile	$1 53
Average operating expenses per mile of road	$2,026 56
Average operating expenses per train mile	$0.965
Net earnings	$144,382 44
Net earnings per mile of road	$1,173 84
Net earnings per train mile	$0.565

Payments in addition to Operating Expenses.

Taxes, $7,873.78; interest on M. & St. L. and M. & D. bonds, $113,750.00; total, $121,623.78. Of the M. & St. L. Company's bonds an amount of $120-000.00 was not issued until February, 1879, thus making only six months' interest due on that amount during the year ending June 30, 1879.

REGULATIONS, MAILS, ETC.

Comply with the state law regarding crossing of other railroads, and of highways. Use Millers's platform and coupler, and Westinghouse automatic air brakes.

Government pays $50.00 between White Bear and Merriam Junction, and $69.25 between Merriam Junction and Albert Lea, per mile per year for carrying U. S. mails.

The American Express Company between Minneapolis and Albert Lea, and

the United States Express Company between Minneapolis and White Bear, pay special and 1½ first-class rates. Take freight at depots.

The Minneapolis & St. Louis Railway Company was incorporated in 1853, as Minnesota Western. Road from Minneapolis to Merriam Junction, 27 miles, completed in Dec. 1871, and from Merriam Junction to Albert Lea, 81 miles, Nov. 3, 1877.

The branch (Minneapolis & Duluth Railroad) from Minneapolis to White Bear was completed in August, 1871. The Minneapolis & Duluth road is operated by the Minneapolis & St. Louis under a 999 years' lease. Consideration—the Minneapolis & St. Louis pays the interest (7 per cent. per annum in gold) on the bonds, amounting to $280,000.00, of the Minneapolis & Duluth Company.

As to running arrangements with other roads, the M. & St. L. has temporary contracts with the St. Paul & Sioux City, the St. Paul, Minneapolis and Manitoba, the Hastings & Dakota, and the Central of Iowa, and a permanent contract with the Burlington, Cedar Rapids and Northern Railway, of Iowa.

ACCIDENTS

A. To Persons.

Passengers.—None.

Employees.—A. W. Northrup, fireman, Oct. 3, 1878, at Minneapolis, collision of trains No. 7 and 8; thigh fractured.

J. Downey, brakeman, Oct. 31, 1878, two miles south of Jordan, fell while passing from engine to car and was severely injured.

Geo. Phippin, Nov. 1, 1878, at Chaska, slightly injured while coupling cars.

J. Helliban, yardman, Dec. 9, 1878, in Minneapolis yard, hand slightly crushed while coupling.

J. Kelly, Dec. 9, 1878, between Waseca and Waterville, hand slightly crushed while coupling.

Wm. Hee, Jan. 1, 1879, in Minneapolis yard, finger crushed while coupling.

J. H. Huntington, Jan. 12, 1879, at Minneapolis, hand injured while coupling.

O. D. Randall, Feb. 4, 1879, at Minneapolis, finger crushed while coupling.

Mat. Sullivan, March 1, 1879, at Kilkenny, two fingers cut off and hand bruised while coupling.

M. McDermott, April 11, 1879, at Minneapolis, injured while coupling.

J. Rivers, March 24, 1879, at Minneapolis, flesh wound on hand while coupling.

Others.—Mary Crow, a girl aged ten years, May 14, 1879, at Minneapolis, while playing on the track at the Washington Avenue crossing, was run over by a train and had leg and ankle crushed, from the effects of which she died.

Total, 12 accidents, all from own want of caution.

B. To Trains.

August 8, 1878, train No. 10, on crossing 2½ miles north of Montgomery, struck and badly damaged a farmer's wagon.

October 3, 1878, collision between trains No. 7 and 8 just below the suspension bridge on river bank in Minneapolis yard; both engines damaged and two cars slightly injured. Cause, carelessness of conductor and engineer of No. 7.

October 19, 1878, at Eden Prairie, while a team and wagon were crossing side track, the wagon was struck and partly damaged by train No. 10 while the latter was backing up on the siding. Damage about $20.00.

October 31, 1878, at Chaska, four cars injured to an amount of about $200, by collision on the track, occasioned by car No. 71 jumping track at H. & D. crossing because of obstruction and remaining undiscovered until side track frog was reached about 100 feet south of crossing.

December 30, 1878, at New Prague, train No. 9 on arriving at station was cut in two, and while engine and forward cars were at water tank, the rear part was suffered to stand on descending grade. Unnoticed by train men it started and ran into forward part, injuring more or less 5 cars.

December 28, 1878, at Minneapolis, while standing in an alley near the Washington Avenue crossing, and close to the track, a horse attached to an express wagon was frightened by an approaching transfer train, ran upon the track and was struck and killed.

May 8, 1879, at East Minneapolis, engine and three cars were thrown from the track by displaced rail and slightly injured.

May 29, 1879, between Waterville and Waseca, C. B. & Q., car No. 2,734 in train No. 8, caught fire and was entirely consumed.

May 17, 1879, at Minneapolis, on Fifth Street crossing, a switching train struck and demolished a wagon, which a reckless driver was drawing across the track.

The following supplementary report is submitted regarding the

MINNEAPOLIS & DULUTH RAILROAD COMPANY.

(Length, from Minneapolis to White Bear, of the Minneapolis & St. Louis Railway.)

OFFICERS.

I. Atwater, President.
Wm. D. Hale, Secretary and Treasurer.
Directors.—H. T. Welles, W. D. Washburn, J. S. Pillsbury, I. Atwater, W. D. Hale, all of Minneapolis.

CAPITAL STOCK, DEBT, ETC.

Stock issued	$168,000 00
Seven per cent. first mortgage bonds, on which the M. & St. L. Ry. Co. pays interest	280,000 00
Total stock and debt	$448,000 00

The road is leased to the M. & St. L. Ry. Co. for 999 years.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

Of the 1771 miles of road operated by this corporation, the following divisions are wholly or partly in Minnesota:

I. River Division.
II. Iowa and Minnesota Division.
III. Hastings and Dakota Division.
IV. Wabasha Division.

To avoid repetition, all statements applying to the entire corporation are here given first, gathered under the head of "The Entire Corporation," and next the special information, under the respective division headings.

THE ENTIRE CORPORATION.

OFFICERS.

Alex. Mitchell, President,	Milwaukee.
Julius Wadsworth, Vice President,	New York.
R. D. Jennings, Secretary and Treasurer,	Milwaukee.
Jno. W. Cary, General Solicitor,	Milwaukee.
S. S. Merrill, General Manager,	Milwaukee.
John C. Gault, Assistant Manager,	Milwaukee.
D. J. Whittemore, Chief Engineer,	Milwaukee.
A. V. H. Carpenter, General Ticket Agent,	Milwaukee.
Wm. G. Swan, General Freight Agent,	Milwaukee.
J. P. Whaling, Auditor,	Milwaukee.

General Offices at Milwaukee, Wisconsin.

(General Office in Minnesota, at Minneapolis; and Superintendent of Divisions in Minnesota, C. H. Prior, Minneapolis.)

Directors.—Alex. Mitchell, Jno. Plankinton, and S. S. Merrill, of Milwaukee; Jason C. Easton, of Lanesboro, Minn.; S. Chamberlain, of Cleveland, Ohio; H. T. Dickey, of Newport, R. I.; John M. Burke, Peter Geddes, David Dows, Julius Wadsworth, J. Stillman, J. Milbank, and A. R. Van Nest, of New York.

Executive Committee.—Messrs. Mitchell, Chamberlain, Wadsworth, Milbank and Geddes.

Date of annual election of directors, June.

Name and address of person to whom correspondence concerning this report should be directed, J. P. Whaling. Auditor, Milwaukee.

CAPITAL STOCK, DEBTS, ETC.

Common stock issued	$15,404,261
Preferred stock issued	12,279,483
Total capital stock	$27,683,744

The preferred stock is entitled to 7 per cent. dividend, if earned, to the exclusion of common stock, but common stock is entitled to 7 per cent. before preferred can have more. After that, no preference.

Class of Bonds.	Date of Issue.	Rate of Interest.	Where Payable.	When Payable.	Amount.
		per cent.			
Consolidated Mortgage bonds	1875	7	N. Y.	July 1, 1905.	$7,815,000 00
First Mortgage La Crosse Div. bonds	1863	7	N. Y.	Jan. 1, 1893.	6,600,000 00
First Mort. Iowa and Minn. " "	1867	7	N. Y.	July 1, 1897.	3,810,000 00
First Mort. Prairie du Chien " "	1868	8	N. Y.	Feb. 1, 1898.	3,674,000 00
Second Mort. " " " " "	1868	7 3-10	N. Y.	Feb. 1, 1898.	1,315,000 00
First Mort. Chicago & Milw. " "	1873	7	N. Y.	Jan. 1, 1902.	2,500,000 00
First Mort. St. Paul (or River)" "	1872	7 gold.	London.	Jan. 1, 1902.	4,000,000 00
First Mort. Iowa & Dakota " "	1869	7	N. Y.	July 1, 1899.	583,000 00
Iowa & Dak. Div. extension " "	1878	7	.....	July 1, 1908.	1,500,000 00
First Mort. Hastings & Dak. " "	1872	7	N. Y.	Jan. 1, 1902.	160,000 00
Second Mortgage bonds	1864	7	N. Y.	Oct. 1, 1884.	598,000 00
Minnesota Central bonds	1864	7	N. Y.	July 1, 1894.	190,000 00
Milwaukee & Western bonds	1861	7	N. Y.	July 1, 1891.	231,000 00
Real Estate Purchase Money bonds	1864	7	N. Y.	July 1, 1874.	97,500 00
Milwaukee City bonds	1854	7	N. Y.	Mar. 1, 1874.	1,000 00
Total bonded debt	.....	.....	.....	.....	$33,074,500 00

Floating Debt.—None in excess of assets.

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way and real estate, estimated	$1,099,553 82
Cost of construction, estimated	8,810,194 52
Cost of present equipment and steel rail, estimated	4,291,116 37
Total cost of construction and equipment, estimated	$14,200,864 71
Purchase of road, estimated	46,194,601 47
Total cost of road, estimated	$60,395,466 18

CHARACTERISTICS OF ROAD.

Length of Road Operated.

STATIONS.			LENGTH IN MINNESOTA.			
From,	To.	Total Length.	I. & M. Division.	River Division.	Wabasha Division.	H. & D. Division.
		Miles.	*Miles.*	*Miles.*	*Miles.*	*Miles.*
Milwaukee	Western Ave,. Chicago	82.20	.....	.....	.....	.....
P.C.&St.L.Jun	Milw'ee Ave., Chicago	0.40	.....	.....	.....	.....
Kinnickinnic	Bay View	0.75	.....	.....	.....	.....
Milwaukee	La Crosse	196.39	.....	.....	.....	.....
Watertown Ju.	Madison	36.55	.....	.....	.....	.....
New Lisbon	Necedah	12.86	.....	.....	.....	.....
La Crosse	Bridge Line	1.93	.....	0.96	.....	.....
Bridge Junc	St. Paul	128.51	.....	128.51	.....	.....
Bridge Junc	C. C. D. & M. Junc	1.00	.....	1.00	.....	.....
Milwaukee	Portage	95.08	.....	.....	.....	.....
Horicon	Berlin	42.30	.....	.....	.....	.....
Rush Lake	Winneconne	14.80	.....	.....	.....	.....
Junction	Schwartzburg	5.34	.....	.....	.....	.....
Stock Yards	Prairie du C. Div. Junc	0.75	.....	.....	.....	.....
Milwaukee	Prairie du Chien	194.40	.....	.....	.....	.....
Milton	Monroe	42.90	.....	.....	.....	.....
McGregor	Minneapolis	215.42	130.54	.....	.....	.....
St. Paul Junc.	St. Paul	5.61	5.61	.....	.....	.....
Conover	Decorah	8.77	.....	.....	.....	.....
Calmar	Algona	126.11	.....	.....	.....	.....
Austin	Mason City	39.33	11.37	.....	.....	.....
Hastings	Glencoe	74.14	.....	.....	.....	74.14
Sabula	Marion	86.80	.....	.....	.....	.....
Algona	Pattersonville	100.00	.....	.....	.....	.....
Farley	Springville	41.30	.....	.....	.....	.....
Springville	Paralta	2.30	.....	.....	.....	.....
Marion	Cedar Rapids	5.40	.....	.....	.....	.....
Madison	Portage	39.00	.....	.....	.....	.....
Sparta Junc.	Melvina	9.66	.....	.....	.....	.....
Wabasha	Zumbrota	59.00*	.....	.....	59.00	.....
Glencoe	Montevideo	82.40*	.....	.....	.....	82.40
Oshkosh	Ripon	20.00*	.....	.....	.....	.....
Total		1771.40	147.52	130.47	59.00	156.54

*Leased length.

The aggregate length operated being 1.771.40 miles, of which in Minnesota 493.53 miles. 577 miles are laid with steel rail, balance iron rail.

Tariffs, average rate per mile.—For passengers, 2.99 cents; for freight per ton 1.71 cents.

Number of tons freight carried 1 mile in Minnesota on all four divisions, estimated 61,015,072. Average rate received per ton per mile of same, 1.68 cents. Average rate received for passengers carried in Minnesota, 3.21 cents per mile traveled.

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$5,465,406 84	Maintenance of way	$1,085,848 34
Passengers	2,013,005 77	Maintenance of buildings	69,236 53
Mails	172,303 31	Maintenance of roll'g st'k	713,297 77
Express	170,577 93	Conducting transporta'n	2,231,806 33
Other sources	134,789 70	General expenses	704,117 37
Total	$7,956,083 55	Total	$4,804,306 34

Operating expenses are 60 per cent. of gross earnings.

Payments in Addition to Operating Expenses.

Construction account	$1,989,412 91
Additional equipment	281,605 63
Additional real estate bought	61,075 36
Interest on bonds	2,164,188 81
3½ per cent. dividend preferred stock	429,781 90
3½ per cent. dividend preferred stock	429,781 90
Other payments	563.825 63
Total	$5,919,672 14

Taxes are included in operating expenses, as also the rental of the leased length from Wabasha to Zumbrota. The rental of the lengths from Glencoe to Montevideo, and from Oshkosh to Ripon is 35 per cent. of gross earnings on the same, which 35 per cent. are not included in foregoing total gross earnings or total operating expenses.

GENERAL BALANCE SHEET, JULY 1, 1879.

For all lines owned by Company in Illinois, Wisconsin, Iowa and Minnesota.

Assets.—

Cost of road	$60,395,466 18
Bonds and stock of other roads	2,883,377 17
Material on hand	418,987 14
Cash on hand	681,613 58
Bills receivable	19,400 88
Due from agents and other companies, individuals and current accounts	467,394 60
	$64,866,239 55

Liabilities.—

Capital stock	$27,683,744 00
Bonds outstanding	33,074,500 00
Incumbrances assumed	6,885 00
Unpaid pay-rolls and bills	545,315 29
Bills payable	421,361 07
Dividends and interest unclaimed	32,574 89
Due other companies, individuals and current balances	513,521 99
Income account	2,588,337 31
	$64,866,239 55

REGULATIONS.

All engines, with or without trains, are obliged to stop dead within 400 feet of all railroad crossings, and not proceed until track is clear.

Whistling posts are set 80 rods each side of public highway, and all locomotives must blow whistle at these posts and ring bell until highway is crossed.

We use Miller's platform and coupler and air brakes.

The freight cars of all connecting roads or fast freight lines, occasionally pass over our road, when containing through freight, but no special preference is given to freight therein, either in the way of speed, transit or rates charged for transportation. The cars of this company also pass over the track of connecting roads, when the interests of traffic so require.

I. RIVER DIVISION.

(The whole Division in Minnesota, viz.: 130.47 miles from St. Paul to LaCrosse.)

CAPITAL STOCK, DEBT, ETC.

Proportion of stock issued (130 miles)	$2,235,333 00
Proportion of bonds issued (130 miles)	2,670,612 00
Proportion of stock and bonds, total	$4,905,945 00
Proportion of stock and bonds per mile of road (130 miles)	37,738 00

CHARACTERISTICS OF ROAD.

Number of miles of steel rail	109.30
Number of miles of iron rail	21.17
Total length, miles	130.47

Stations.—24; common points, 3.

Bridges and Trestles of more than 25 feet.—2 wood and iron bridges aggregating 316 feet; 8 wooden bridges, 615 feet; 3 iron bridges, 912 feet; and 65 wooden trestles, 10,428 feet.

Fencing.—260 miles of board, 4½ feet high, costing $104,000, or $1.25 per rod.

Railroad Crossings at Grade.—Winona & St. Peter, near Winona; St. Paul & Duluth at St. Paul; St. Paul, Minneapolis & Manitoba at St. Paul.

Equipment.—6 locomotives of more than 30 and 5 of more than 20 tons weight, exclusive of tender; 15 first-class passenger and sleeping cars, 6 second-class passenger cars, 14 express, baggage and postal cars, 250 box freight and stock cars, 20 flat and coal cars and 44 hand and other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage.—Miles run by passenger trains	188,755
Miles run by freight and mixed trains	330,041
Total (for 130 miles of road)	519,296

Empty freight cars, 1,759,189 miles.

Speed of Trains.—Miles per hour—schedule rate including stops, 22 for express passenger and 20 for mail and accommodation; for freight, highest 15, and schedule rate including stops, 10 miles.

Tonnage.

	Tons.
Grain	92,818
Other agricultural products	874
Flour and meal	45,098
Provisions	751
Manufactures	1,610
Animals	2,610
Lumber	9,568
Other forest products	11,029
Iron, lead and mineral products	1,038
Stone, brick, lime, cement, sand, etc	4,139
Coal	147
Merchandise and other articles	36,397
Total	206,079

Passengers.—Number carried, 172,627; number carried one mile, or passenger mileage, 9,030,452; average distance traveled by each, 52.03 miles.

Fuel consumed.—9,274½ cords of wood and 11,569 tons of coal.

Freight hauled.—Average about five tons per car.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Prod'ts.	Lumber	Other Forest Prod'ts.	Mdse. and Misc'us
Eastward.	*Bushels.*	*Bushels*	*Barrels.*	*Tons.*	*M. Feet*	*Tons.*	*Tons.*
La Crescent	.....	47,780	559	.....	38	.....	725
Dakota	16,494	.....	.....	.....	.....	.....	10
Lamoille	20,743	.....	2,755	1	.....	.....	20
Winona	198,450	17,390	368	14	155	.....	802
Minnesota City	42,067	.....	15	1	.....	.....	57
Minneiska	173,935	7,892	18	22	6	.....	30
Weaver	62,192	.....	.....	.....	5	.....	42
Kellogg	105,496	4,179	4	.....	.....	.....	27
Wabasha	395,797	22,817	52,661	20	.....	.....	3,144
Reads Landing	11,341	.....	100	.....	.....	.....	65
Lake City	487,177	76,432	31,419	.....	20	.....	710
Frontenac	8,735	3,182	610	.....	.....	.....	82
Red Wing	206,871	82,817	275,987	.....	11	.....	8,322
Eggleston	38,478	.....	.....	.....	.....	.....	1
Etter	40,527	.....	100	.....	.....	.....	11
Hastings	384,271	13,222	28,266	207	.....	.....	558
Langdon	64,504	1,549	.....	.....	.....	.....	2
Newport	3,760	547	3	.....	.....	.....	3
St, Paul	278,880	14,186	57,890	600	2,011	685	14,020
Total	2,539,718	291,993	450,755	865	2,241	685	28,631
Total in tons	76,191	6,570	45,076	865	4,482	685	28,631

Commodities Shipped from Stations.—Continued.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Prod'ts.	Lumber	Other Forest Prod'ts.	Mdse and Misc.
Westward.	*Bushels.*	*Bushels*	*Barrels.*	*Tons.*	*M. Feet*	*Tons.*	*Tons.*
La Crescent	.....	5,640	.....	.....	62	182	1,944
Dakota	.....	.....	.....	.....	.....	10	23
Lamoille	.....	24	22	1	.....	.....	16
Winona	20	2,034	21	1	356	3,362	2,244
Minnesota City	8	.....	1	.....	.....	.....	36
Minneiska	.....	445	1	.....	92	.....	333
Weaver	.....	.....	.....	1	5	.....	144
Kellogg	1,100	.....	5	1	.....	.....	96
Wabasha	1,031	.....	4	.....	.....	.....	685
Reads Landing	.....	.....	35	.....	.....	.....	277
Lake City	13,050	2,867	.....	.....	20	.....	1,061
Frontenac	58,038	1,547	100	.....	.....	.....	255
Red Wing	.....	17,600	.....	.....	854	90	4,279
Eggleston	.....	.....	.....	3	.....	.....	5
Etter	84	.....	.....	.....	5	.....	13
Hastings	41,853	6,220	28	2	1,045	6,690	3,949
Langdon	19,937	1,327	.....	.....	.....	.....	75
Newport	3,766	.....	.....	.....	.....	.....	56
St. Paul	162,755	7,116	.....	.....	103	10	2,570
Total	301,642	44,820	217	9	2,542	10,344	18,061
Total in tons	9,049	1,008	22	9	5,086	10,344	18,061

Business and Receipts

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded.	Received.	Receipts.	From	To	Receipts.
	Tons.	*Tons.*	*Dolls.*	*No.*	*No.*	*Dolls.*
La Crescent	4,298	34,559	25,726 91	3,246	2,242	8,017 33
Dakota	538	97	311 97	874	898	728 71
Lamoille	939	181	613 38	951	827	657 67
Homer	.....	.....	.....	274	315	83 52
Winona	13,874	6,076	27,077 38	13,541	13,474	30,821 27
Minnesota City	1,358	85	428 26	2,508	3,786	4,912 92
Minneiska	5,989	647	2,497 87	1,789	1,776	2,464 83
Weaver	2,072	578	2,717 47	1,099	956	1,210 33
Kellogg	3,416	410	1,703 70	1,905	1,701	2,644 27
Wabasha	21,584	3,046	15,516 29	5,277	5,866	8,708 83
Reads Landing	696	947	6,202 91	2,418	2,484	3,492 83
Kings Cooley	.....	.....	.....	23	77	10 80
Lake City	21,783	3,131	19,383 04	9,698	9,028	15,199 44
Frontenac	2,518	551	1,826 92	1,455	1,353	1,576 38
Waconta	.....	.....	.....	101	317	67 05
Red Wing	50,486	14,779	51,143 65	15,924	15,574	27,791 98
Eggleston	1,163	38	102 71	839	801	452 30
Etter	1,262	52	109 96	805	755	480 92
Hastings	29,548	7,075	32,204 14	18,613	18,465	25,854 99
Langdon	2,675	359	753 33	1,829	1,866	1,056 30
Newport	297	252	312 62	3,225	3,881	1,266 40
St. Paul	41,633	84,698	347,660 20	122,783	137,692	152,160 29
Union Elevator	.....	19,677	44,017 91	.....	.....	.....
Total	206,079	177,238	580,310 60	209,177	223,684	289,659 36

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$522,323 28	All items	$505,517 13
Passengers	312,908 70		
Miscellaneous	61,665 51		
Total	$896,897 49	Total	$505,517 13

Ratio of passenger to freight earnings, as 1 to 2.07.

Average gross earnings per mile of road	$ 6,899 21
Average gross earnings per train mile	1 72
Average operating expenses per mile of road	3,388 59
Average operating expenses per train mile	0 97
Net earnings	391,380 36
Net earnings average per mile of road	3,010 62
Net earnings average per train mile	0 75

MAILS AND EXPRESS.

Compensation for Carrying the U. S. Mails.

Between Winona and La Crosse, $179.36 per mile per year.
Between Winona and St. Paul, $178.00 per mile per year.

The American Express Company pays the company $65 per day for transportation over the River Division.

ACCIDENTS.

A. To Persons.

Passengers.—F. D. Wolf, August 9, 1878, at King's Cooley, jumped from moving train; slightly injured.

Mrs. E. D. Buel, September 2, 1878, at Newport; jumped from train; side bruised.

Employees.—James McMackin, brakeman, August 6, 1878, at Hastings, two fingers jammed while coupling.

Barney McGinty, brakeman, September 19, 1878, at Lake City, finger jammed while coupling.

J. W. Burne, brakeman, September 23, 1878, at Weaver, thrown off car and leg bruised while setting brake.

Louis Cantel, brakeman, September 24, 1878, at Red Wing, two fingers crushed while coupling.

Ole Gunderson, laborer, September 30, 1878, at Lake City, thumb jammed while unloading rails.

Ed. Bostock, brakeman, October 28, 1878, at St. Paul, foot slipped and stepped into culvert; hip bruised and groin ruptured.

O. H. Vaughn, October 17, 1878, at Minneiska, fell from car, ankle prained.

Frank Kenyon, brakeman, November 4, 1878, at Winona, toes badly mashed while loading engine with coal.

Charles Church, brakeman, December 13, 1878, at Winona, two fingers smashed while coupling.

C. E. Ward, brakeman, January 17, 1879, at Lake City, finger bruised while coupling.

J. C. Dunlap, February 1, 1879, at St. Paul, killed by falling from bridge.

Louis Martel, February 13, 1879, at Hastings, ankle fractured while unloading piles.

Thomas Henry, laborer, May 6, 1879, at St. Paul, stone fell against his leg and broke it.

John Harlan, laborer, May 20, 1879, at St. Paul, leg crushed walking on track.

Pat de Vereux, section foreman, June 2, 1879, struck by engine while sitting on track and killed.

Others.—Michael Downey, September 4, 1878, at St. Paul, walking on track, side bruised and head cut.

William Broddeck, a soldier, April 16, 1879, at Winona, tried to board train and killed.

N. E. Kursel, a child, April 14, 1879, at Reed's Landing, slightly injured while playing on track.

Horace Hastings, a tramp, June 28, 1879, at Wacouta, walking on track and killed.

Total, 4 killed and 17 injured, all stated to be by own want of caution, excepting Henry, Kenyon and Burne.

B. To Trains.

October 16, 1878, freight train, 2 cars off the track. Jumped the track from unknown cause. Damage slight.

May 10, 1879, freight train near Wacouta; a washout caused 5 cars to jump the track; trucks of five of them broken.

June 21, 1879, freight train at LaCrescent, 5 cars were thrown from track and trucks broken. Caused by employes of C. C. D. & M. Ry., who allowed 2 cars to run into train while switching at LaCrescent. One man injured.

The line of road called the River Division was originally owned by the St. Paul and Chicago Railway Company, and was sold to the Chicago, Milwaukee and St. Paul Railway Company, January 1, 1872. By the terms of the sale, the former corporation remained owners of the lands granted to aid in the construction of the road. The following report, dated December 13, 1879, has been received from the Secretary of the company:

ST. PAUL AND CHICAGO RAILWAY COMPANY.

OFFICERS.

James M. McKinlay, President, 68 William street, - -	New York.
Horace Thompson, Secretary and Treasurer, - -	St. Paul.
L. Boardman, Assistant Secretary, 78 Broadway, - -	New York.
Geo. E. Skinner, Land Commissioner, - - -	Faribault.

Directors.—Edmund Rice, St. Paul; Russell Sage, James M. McKinlay, F. P. James, W. S. Gurnee, E. H. Perkins, jr., and Julius Wadsworth, all of New York; Alex. Mitchell, Milwaukee; and Selah Chamberlain, Cleveland, Ohio.

STOCK AND DEBT.

Bonded debt	$3,000,000 00
Common stock issued	6,000,000 00

LANDS.

Received of swamp land grant, acres	398,986.55
Yet to enure	62,453.00
Sold and contracted in year ending December 31, 1878, acres	5.932.14
Sold and contracted in 18 months, ending June 30, 1879, acres	12,925.44
Sold and contracted in all years, to June 30, 1879, acres	17,570.85
Receipts in year, ending December 31, 1878,	$ 6,861 30
Receipts in 18 months, ending June 30, 1879	11,883 98
Receipts in all years, to June 30, 1879	15,050 77
Average price per acre in 1878	4 45
Average price per acre now	4 45

II. IOWA AND MINNESOTA DIVISION.

(In Minnesota, 147.52 miles, viz.: 130.54 from Minneapolis to southern State line; 5.61 miles from St. Paul to Mendota, and 11.37 miles from Austin to State line.)

CAPITAL STOCK, DEBT, ETC.

Proportion for Minnesota (147 miles) of stock	$2,527,646 00
Proportion for Minnesota (147 miles) of debt	3,019,846 00
Amount of stock and debt per mile of road	37,738 00

CHARACTERISTICS OF ROAD.

Number of miles of iron rail, 139.22; of steel rails, 8.30.

Stations.—26, common points, 3.

Bridges and Trestles.—13 wooden bridges, aggregate length 2,745 feet; 2 iron bridges, aggregating 80 feet; 67 wooden trestles, aggregating 8,725 feet.

Fencing.—284 miles first quality board and post; cost $113,600, or $1.25 per rod.

Railroad Crossings at grade.—H. & D. Division at Farmington; W. & St. P. R. R., at Owatonna; Southern Minnesota Railway, at Ramsey.

Equipment.—26 locomotives of more than 30 and 10 of more than 20 tons weight, exclusive of tender; 15 first class and 4 second class passenger cars, 8 express, baggage and postal cars, 325 box freight and stock cars, 60 flat and coal cars and 55 other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage.—Miles run by passenger trains	121,144
Miles freight and mixed	313,998
Total in Minnesota	435,142

Empty freight cars, mileage 994,211 miles.

Speed of Trains.—Miles per hour—Mail and accommodation, highest 24, schedule rate, including stops, 18; freight, highest, 15, schedule rate, including stops, 9.

Tonnage.

	Tons.
Grain	35,938
Other agricultural products	1,225
Flour and meal	63,014
Provisions	566
Manufactures	2,172
Animals	3,362
Lumber	20,136
Other forest products	1,469
Iron, lead and mineral products	497
Stone, brick, lime, cement, sand, etc	432
Coal	89
Merchandise and other articles	24,926
Total	153,826

Passengers.—Whole number carried..... 367,521
Passenger mileage, or number carried one mile..... 6,595,756
Average distance traveled by each passenger..... 18 miles.

Fuel consumed.—5,709 cords of wood and 12,370 tons of coal.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Prod.	Lumber.	Other Forest Prod.	Mdse. & Misc.
Eastward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M. Feet.*	*Tons.*	*Tons.*
Lyle	109,713	18,144	4,513	.....	.....	10	106
Leroy	98,555	.....	1	38	.....	.....	346
Taopi	80,795	2,714	.....	32	.....	.....	220
Adams	53,601	92	.....	20	.....	.....	45
Rose Creek	48,398	7,889	.....	27	.....	.....	8
Austin	82,064	6,452	10,412	100	.....	.....	920
Ramsey	.....	.....	.....	2	33	.....	153
Lansing	9,160	3,875	.....	4	.....	.....	4
Blooming Pr'e	76,843	3,812	.....	15	.....	.....	243
Aurora	14,845	.....	.....	1	.....	.....	9
Somersett	31,807	.....	.....	.....	.....	.....	.....
Owatonna	58,215	.....	12,740	32	.....	10	1,239
Medford	100	.....	32,905	1	.....	110	158
Faribault	25,730	.....	101,920	13	29	340	3,823
Dundas	.....	.....	29,920	.....	.....	.....	342
Northfield	67,580	2,401	101,834	17	.....	.....	1,321
Castle Rock	21,727	.....	.....	.....	.....	.....	13
Farmington	90,741	5	.....	1	.....	.....	74
Rosemount	77,675	.....	.....	.....	.....	.....	12
St. Paul Junc.	.....	.....	.....	.....	.....	.....	2
Minneapolis	78,441	444	334,285	757	9,967	478	16,526
Total	1,025,990	45,828	628,530	1,060	10,029	948	25,564
Total in tons	30,780	1,031	62,853	1,060	20,059	948	25,564

Commodities Shipped from Stations.—Continued.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Prod.	Lumber.	Other Forest Prod.	Mdse. & Misc.
Westward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M. Feet.*	*Tons.*	*Tons.*
Lyle	333	29,660	.....	23	11	41	2,438
Leroy	.....	933	6	13	.....	.....	122
Taopi	.....	.....	.....	7	.....	.....	22
Adams	.....	54	.....	2	.....	.....	5
Rose Creek	10	489	.....	1	.....	.....	26
Austin	1,996	.....	.....	.....	.....	.....	409
Ramsey	.....	.....	46	16	10	.....	196
Lansing	1,095	.....	.....	.....	.....	.....	409
Blooming Pr'e	20,762	84	.....	14	.....	.....	59
Aurora	704	.....	.....	1	.....	.....	5
Somersett	1,202	.....	.....	.....	.....	.....	.....
Owatonna	15,621	.....	5	29	.....	280	1,043
Medford	.....	.....	.....	7	.....	.....	23
Faribault	4,821	.....	229	25	7	190	762
Dundas	.....	.....	1,255	2	5	.....	143
Northfield	474	470	14	16	.....	.....	808
Castle Rock	17,475	433	50	1	.....	.....	73
Farmington	2,504	4,040	.....	7	5	.....	185
Rosemount	3,583	5,058	.....	1	.....	.....	50
St. Paul Junc.	36,092	.....	.....	.....	.....	10	63
Total	106,672	41,221	1,605	165	38	521	6,480
Total in tons	3,200	927	161	165	77	521	6,480

Business and Receipts.

STATIONS.	FREIGHT.			PASSENGERS.		
	Forw'ded	Received	Receipts.	From	To	Receipts.
	Tons.	*Tons.*	*Dolls.*	*No.*	*No.*	*Dolls.*
Lyle	7,469	4,085	11,885 53	4,231	2,871	7,586 21
Leroy	3,498	1,633	7,917 38	2,132	2,122	3,941 22
Taopi	2,766	730	2,697 72	1,228	1,124	1,326 65
Adams	1,684	346	1,516 20	906	855	1,524 10
Rose Creek	1,703	423	1,279 31	1,210	1,066	1,069 33
Austin	5,137	5,117	23,202 81	10,684	9,903	17,213 70
Ramsey	458	9,013	7,907 16	4,300	4,677	7,385 18
Lansing	452	455	1,408 80	556	741	532 85
Blooming Pr'e.	3,346	1,303	5,118 90	2,097	2,046	2,341 39
Aurora	481	30	115 08	374	334	230 05
Somersett	990	128	114 97	38	91	12 15
Owatonna	6,123	6,212	26,204 91	14,701	15,242	24,247 95
Medford	3,592	1,594	2,931 76	2,034	2,025	1,224 30
Faribault	16,357	11,427	44,240 57	14,471	13,836	20,332 38
Dundas	3,616	1,211	3,813 22	3,362	3,462	2,188 78
Northfield	14,453	5,302	21,879 26	11,157	11,044	12,902 42
Castle Rock	1,277	255	627 09	1,141	1,295	856 37
Farmington	3,165	1,847	6,041 34	8,965	8.900	10,046 03
Rosemount	2,615	717	1,513 63	2,605	2,636	1,952 05
St. Paul Junc.	1,158	2,059	1,564 49	9,379	10,537	2,561 00
Minneapolis	73,486	44,416	169,461 27	142,201	128,245	101,060 60
Wolcott	.....	.....	.....	12	5	4 25
Erin	.....	.....	.....	30	58	12 20
Westcott	.....	.....	.....	112	330	52 45
Fort Snelling	.....	.....	.....	5,984	7,182	1,032 22
Minnehaha	.....	.....	.....	8,746	8,926	1,293 25
S. Minneapolis	.....	.....	.....	5,028	7,170	419 05
St. Fair Grounds	.....	.....	.....	16,671	27,476	1,667 10
Total	153,826	98,303	341,441 40	274,355	274,199	225,015 23

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$293,939 00	All items	$406,381 15
Passengers	179,501 83		
Miscellaneous	26,152 94		
Total	$499,593 37	Total	$406,381 15

Ratio of passenger to freight earnings, as 1 to 27.

Average gross earnings per mile of road	$3,398 60
Average gross earnings per train mile	1 15
Average operating expenses per mile of road	2,764 50
Average operating expenses per train mile	0 93
Net earnings	93,212 62
Net earnings average per mile of road	634 10
Net earnings average per train mile	0 22

MAILS AND EXPRESS.

Compensation per mile per year for carrying U. S. mails:

Between Mendota Junction and Austin	$64 98
Between Austin and State line to I. & M. Div. in Iowa	95 00
Between Austin and State line to I. & D. Div. in Iowa	50 00
Between Minneapolis and Mendota Junction	79 21½
Between St. Paul and Mendota Junction	63 61 1-5

The U. S. Express Co. pays $39.00 per day between St. Paul and State line and $3 per day between Austin and State line (Lyle.)

ACCIDENTS.

A. To Person.

Passengers.—None.

Employees.—Frank Purdee, baggageman, August 3, 1878, at Owatonna, ankle out of joint while coupling.

Martin Hall, laborer, August 3, 1878, at Westcott, jumped from car and leg run over.

Robert Howes, brakeman, September 4, 1878, at Minneapolis, injured slightly in ribs while coupling.

S. W. Green, brakeman, September 12, 1878, at Minneapolis, hip slightly injured while coupling.

A. J. Streeter, brakeman, October 15, 1878, at Faribault, finger jammed while coupling.

William Donovan, brakeman, November 23, 1878, at Minneapolis, injured internally while coupling.

Judson Hancock, brakeman, December 13, 1878, at Leroy, two fingers jammed while coupling.

James Downey, brakeman, December 19, 1878, at Minneapolis, finger jammed while coupling.

Charles Hanson, laborer, December 24, 1878, at Faribault, thumb crushed while loading iron.

George Gibson, switchman, February 27, 1879, at Austin, finger jammed while coupling.

John Ollis, machinist, March 4, 1879, at Minneapolis, fell off engine, leg broken and injured internally.

William Inks, line repairer, July 3, 1878, at St. Paul Junction, head and back badly injured while climbing on moving train.

Others.—Charles Swenson, August 31, 1878, at Minneapolis, walking on track, and foot and leg cut.

Robert Hunter, September 7, 1878, at Minneapolis, walking on track and killed.

J. Campbell, September 25, 1878, at South Minneapolis, walking on track and killed.

O. J. McCarthy, October 8, 1878, at Minneapolis, caught between cars and killed.

James Hart, a soldier, November 26, 1878, at South Minneapolis, walking on track and killed.

C. T. Miller, February 25, 1879, at Farmington, both arms crushed while trying to board train.

Alexander Riller, February 21, 1879, at Minneapolis, walking on track and killed.

A. Graves, April 5, 1879, at Medford, foot crushed while stepping off the train.

Total number of accidents, 12 employees and 8 others, all resulting from own want of caution.

B. To Train.

December 16th, 1878, freight train, near Rosemount, brake dropped down and threw one car off the track. Truck broken some.

March 20th, 1879, near Erin, freight train. Truck broke and threw car off the track.

The line of road called the I. & M. Divlsion originally belonged to the Minnesota Central Railway Company. The main part of the line was sold to the C., M. & St. P. Railway Company on August 5, 1867, and the 11 miles south of Austin on Feb. 15, 1870, to the same corporation.

By the terms of the sale the Minnesota Central Company continued to own the lands granted to aid in constructing the road, and the following report, dated Dec. 13, has been received regarding the present condition of the Company:

MINNESOTA CENTRAL RAILWAY COMPANY.

OFFICERS, ETC.

Selah Chamberlain, President, - - -	Cleveland, O.
Russell Sage, Vice President and Treasurer,	78 Broadway, New York.
James M. McKinlay, Secretary, - -	68 William-st., New York.
George E. Skinner, Land Commissioner, -	Faribault, Minn.

Directors.—Selah Chamberlain, Cleveland, Ohio; Russell Sage, F. P. James, W. S. Gurnee, N. A. Cowdrey and E. B. Wesley, all of New York; Alex. Mitchell, Milwaukee; D. C. Shepard, St. Paul.

Annual meeting, in June.

Amount of stock, $995,000.

No bonded or floating debt.

LANDS.

Received of congressional grant, acres	172,742.96
Yet to enure, acres	None.
Sold and contracted in year ending Dec. 31, 1878	7,634.37
Sold and contracted in 18 months ending June 30, 1879	8,556.82
Sold and contracted in all years to June 30, 1879	150,429.85
Receipts in year ending Dec. 30, 1878	$38,762 53
Receipts in 18 months ending June 30, 1879	$39,904 68
Receipts in all years to June 30, 1879	$264,263 34
Average price per acre in 1878	$6 95
Average price per acre now	$6 95

III. HASTINGS & DAKOTA DIVISION.

(The whole division in Minnesota, viz: from Hastings to Montevideo, 156.54 miles.)

CAPITAL STOCK, DEBT, ETC.

Proportion of stock for Minnesota (74 miles)	$1,272,421 00
Proportion of debt for Minnesota (74 miles)	1,520,194 00

CHARACTERISTICS OF ROAD.

Stations.—Number, 24; common points, 2.

Bridges and Trestles.—6 wooden bridges aggregating 944 feet, and 81 wooden trestles, aggregating 7,448 feet.

Fences—47½ miles, cost $19,000, or $1.25 per rod.

Railroad Crossings.—I. & M. D. at Farmington, St. Paul & Sioux City at Shakopee, and Minneapolis & St. Louis at Chaska.

Equipment.—7 locomotives of more than 20 tons, exclusive of tender; 3 first class and 2 second class passenger cars; 3 express and baggage cars; 75 box freight and stock cars; 10 flat and coal cars; 14 hand cars and 10 other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

	Miles.
Mileage.—Passenger trains	12,386
Freight and mixed	176,334
Total run by trains	188,720
Mileage of empty freight cars	599,604

Speed of Trains—Miles per hour.—Highest for passenger, 15; schedule rate, including stops, 12; highest for freight, 15; schedule rate, including stops, 10.

Tonnage.

(Only of freight forwarded from stations on H. & D. D.)

	Tons.
Grain	32,350
Agricultural products, except grain	887
Flour and meal	4,410
Provisions	248
Manufactures	399
Animals	1,954
Lumber	8,010
Other forest products	964
Iron, lead and mineral products	39
Stone, brick, lime, cement, sand, etc	7,257
Coal	13
Merchandise and other articles	6,840
Total number of tons	63,371

Passengers—Number carried—35,484; number carried 1 mile, 1,074,795. Average distance traveled by each, 30.3 miles.

Fuel Consumed,—10,122 cords of wood and 599½ tons of coal.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Prod'ts.	Lumber	Other Forest Prod'ts.	Mdse. & Misc.
Eastward.	*Bushels.*	*Bushels*	*Barrels*	*Tons.*	*M. Feet.*	*Tons.*	*Tons.*
Fairfield	88,433	.....	.....	.....	.....	50	25
Prior Lake	23,165	.....	.....	10	.....	112	10
Shakopee	.....	.....	18,111	.....	6	63	318
Chaska	22,885	2,311	205	2	.....	443	6,308
Carver	.....	.....	.....	1	.....	2	6
Benton	6,928	90	9,079	4	.....	.....	40
Young America	92,862	3,702	9,017	58	.....	10	486
Plato	7,105	.....	3	1	.....	.....	20
Glencoe	158,051	14,793	7,003	387	.....	90	1,606
Brownton	77,241	8,665	77	233	.....	.....	46
Stewart	44,331	911	.....	3	.....	70	85
Hector	31,758	967	100	159	.....	.....	115
Bird Island	18,055	.....	.....	2	.....	.....	10
Olivia	20,359	1,404	.....	.....	.....	.....	5
Renville	99,450	1,984	.....	8	.....	.....	139
Sacred Heart	57,297	.....	405	3	.....	.....	10
Minnesota Falls	689	.....	2	.....	.....	.....	1
Granite Falls	157,594	.....	.....	4	.....	.....	270
Montevideo	144,640	.....	.....	3	.....	.....	88
Total	1,050,843	34,827	44,002	878	6	840	9,540
Total in tons	31,525	784	4,400	878	12	840	9,540

Commodities Shipped from Stations—Continued.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Prod'ts.	Lumber	Other Forest Prod'ts.	Mdse. & Misc.
Westward.	*Bushels.*	*Bushels*	*Barrels*	*Tons.*	*M. feet.*	*Tons.*	*Tons.*
Auburn	361						21
Fairfield		22					56
Prior Lake							10
Shakopee	71	22	1		406	20	2,495
Chaska	107				3,388	10	3,438
Carver						10	53
Benton							4
Young America			96		10		17
Plato						10	1
Glencoe	259	561	2	8	185	74	847
Brownton				1			15
Stewart		45			5		14
Hector	40						4
Bird Island							10
Olivia							4
Renville		30			5		13
Sacred Heart	10						79
Granite Falls							129
Total	848	680	99	9	3,999	124	7,210
Total in tons	25	16	10	9	7,998	124	7,210

Business and Receipts.

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded.	Received.	Receipts.	From.	To.	Receipts.
	Tons.	*Tons.*	*Dolls.*	*No.*	*No.*	*Dolls.*
Vermillion		2	7 69	551	661	200 97
Auburn	32	1	4 05	184	288	61 65
Fairfield	2,784	492	1,381 13	1,178	1,090	886 70
Prior Lake	837	199	623 38	1,370	1,138	807 16
Shakopee	5,534	4,112	8,112 29	4,212	3,968	3,365 72
Chaska	17,789	6,003	16,984 08	3,418	3,966	2,873 98
Carver	71	314	1,744 88	1,703	1,912	1,235 15
Dahlgren				60	122	16 20
Benton	1,166	328	814 82	1,362	1,267	784 75
Young America	4,372	1,692	4,165 51	2,098	2,191	1,572 40
Plato	245	249	659 34	212	225	105 15
Glencoe	9,180	24,162	48,615 79	4,618	4,369	6,545 88
Brownton	2,813	754	2,204 73	414	508	388 00
Stewart	1,484	910	2,933 29	561	578	728 65
Hector	1,263	905	3,362 44	332	370	599 65
Bird Island	563	1,477	5,025 40	379	426	777 70
Olivia	652	471	2,036 41	169	172	334 40
Renville	3,200	1,104	4,167 74	429	408	622 65
Sacred Heart	1,852	615	2,094 69	253	260	449 05
Minnesota Falls	21	17	79 46	34	54	62 80
Granite Falls	5,133	3,410	14,807 97	1,453	1,393	3,491 32
Myers				21	42	5 15
Montevideo	4,430	8,916	34,738 11	991	1,615	2,896 20
Total	63,371	56,133	154,563 15	26,002	27,018	28,810 68

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$145,393 93	All items	$142,925 52
Passengers	37,784 48		
Miscellaneous	11,703 91		
Total	$194,882 32	Total	$142,925 52
	24,790 00		
	$219,672 32		

Average gross earnings per mile of road	$1,399 19
Average gross earnings per train mile	1 16
Average operating expenses per mile of road	910 35
Average operating expenses per train mile	0 76
Net earnings	76,746 80
Net earnings average per mile of road	488 83
Net earnings average per train mile	0 40

The foregoing item of $24,790 are the 35 per cent. of gross earnings on length between Glencoe and Montevideo paid as rental to the H. & D. R'y Co.

MAILS AND EXPRESS.

Compensation for carrying the U. S. mails, $27.36 per mile per year.

The United States Express Company pays $22 per day between Hastings and Glencoe and $10 per day between Glencoe and Montevideo.

ACCIDENTS.

A. To Persons.

Passengers.—None.

Employees.—Charles Capron, brakeman, July 19, 1878, at Glencoe, leg badly bruised while coupling.

John Schock, laborer, August 1, 1878, at Benton, fell off hand car and leg broken.

Charles Kupfer, laborer, August 1, at Benton, fell off hand car and collar bone broken.

William Dockery, brakeman, December 9, 1878, at gravel pit, fell off car and leg broken.

William Lester, brakeman, January 3, 1879, at Granite Falls, fell from car, run over and killed.

Harvey Colgrove, conductor, January 24, 1879, found killed on side track at Benton—cause unknown.

Others.—Patrick McInerny, a farmer, December 2, 1878, at Prior Lake, walking on track and hip fractured.

Total, 6 employes and 1 other, all classified as to cause of accident as "from own want of caution."

B. To Trains.

November 17, 1878, near Shakopee, freight train. The train was stopped; engine cut loose to pump up; when coming back the engine ran into the train and drove the first car on top of the second; trucks somewhat broken.

The line from Hastings to Glencoe is the property of the C. M. & St. P. Railway Co.; the line west of Glencoe still belongs to the original owners, the Hastings & Dakota Railway Co., and is, as stated, operated under a lease by the C. M. & St. P. Co.

The Hastings & Dakota Railway Co. was incorporated by Legislative act of February 20, 1857, as the Hastings, Minnesota River & Red River R. R. Co, Date of sale of line from Hastings to Glencoe. July 1, 1872. The Hastings & Dakota Co. in 1878 completed the length westward from Glencoe to Mon-

tevideo, 82.4 miles, and in 1879, (after June 30) has completed the road from Montevideo to Big Stone Lake, 45.9 miles, a total of 128.3 miles from Glencoe to Big Stone Lake,

By the terms of the sale the Hastings & Dakota Co. retained the lands of its grant applicable to the line from Hastings to Glencoe, and the company has no bonds or stock outstanding applicable to that length.

Under date of Dec. 13, 1879, the company has made the following report concerning the condition of its affairs on that day:

HASTINGS & DAKOTA RAILWAY CO.

OFFICERS.

Selah Chamberlain, President, - - - Cleveland, Ohio.
Russell Sage, Vice President and Treasurer, 78 Broadway, New York.
James M. McKinlay, Secretary and Transfer Agt., 68 William St. New York.
A. B. Rogers, Chief Engineer, - - - - - Montevideo.
Geo. E. Skinner, Land Commissioner, - - - - Faribault.
Annual meeting, in June.

STOCK, DEBT, ETC.

Common Stock issued	$ 98,263 44
Preferred Stock issued, (10 per cent. preference)	1,500,000 00
Total Stock	$1,598,263 44
Bonded indebtedness, whole road	1,755,000 00
Total stock and debt	$3,353,263 44

Length of road, from Glencoe to state line, 128.3 miles.
Cost of construction, about $1,800,000 00.

LANDS.

Received of Congressional grant, acres	27,078 94
To enure	not stated.

None sold or contracted to be sold.

IV. WABASHA DIVISION.

(Being the Minnesota Midland Railroad since August 8, 1878, operated under the foregoing name by the Chicago, Milwaukee and St. Paul Railway Company as a leased line.)

(Report for 10 months 22 days, from August 8, 1878, to and including June 30, 1879.)

CHARACTERISTICS OF ROAD.

Length.—From Wabasha to Zumbrota, 59 miles.

Gauge of Road.—3 feet.

Stations.—15, common points 1.

Bridges and Trestles.—133 wooden trestles, aggregating 7,722 feet.

Fencing.—2 miles of board and post.

Railroad Crossings at grade.—River Division at Midland Junction.

Equipment.—5 locomotives of more than 10 tons weight, exclusive of tender; 1 first and 1 second class passenger car, 1 express and baggage car, 75 box freight and stock cars, 25 flat and coal cars, 12 hand cars and 11 other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage.—Miles run by passenger trains 23,226
Miles run by freight and mixed trains 52,268

Total 75,494

Empty freight cars 65,776.

Speed of Trains.—Miles per hour—mail and accommodation, highest 20, and schedule rate, including stops, 15; freight, highest 12 and schedule rate, including stops, 10.

Tonnage.

	Tons.
Grain	14,564
Other agricultural products	14
Flour and meal	4,583
Provisions	10
Manufactures	47
Animals	25
Lumber	1,777
Other forest products	378
Stone, brick, lime, cement, sand, etc	186
Coal	1
Merchandise and other articles	3,821
Total	25,406

Passengers—Whole number carried.—9,713; number carried 1 mile or passenger mileage, 208,150; average distance traveled by each, 21.4 miles.

Fuel Consumed.—1,416 cords of wood and 669 tons of coal.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Agr. Prod.	Lumber.	Other Forest Prod.	M'd'se. and Miscel.
Eastward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M. Feet,*	*Tons.*	*Tons.*
Midland Junc.	2,073	.....	.....	.....	.....	.....	.....
Glasgow	2,652	.....	.....	.....	.....	.....	.....
McCracken	2,750	.....	.....	.....	.....	.....	.....
Theilman	64,219	1,080	8	.....	.....	.....	9
Tracy	20,118	.....	.....	.....	.....	.....	.....
Keegan	2,410	.....	.....	.....	.....	.....	.....
Millville	58,022	6,244	.....	1	.....	.....	18
Jarrett	10,611	215	.....	.....	.....	.....	.....
Hammond	55,084	1,214	.....	.....	.....	.....	10
Zumbro Falls	18,947	3,827	28	.....	.....	.....	14
Mazeppa	34,385	9,092	25,185	3	.....	.....	1,951
Forest Mills	72,811	6,489	20,586	.....	19	.....	836
Zumbrota	58,876	4,601	.....	9	8	.....	292
Total	402,962	32,762	45,807	13	27	.....	3,130
Total in tons	12,089	737	4,581	13	54	.....	3,130

Commodities Shipped from Stations.—Continued.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Farm Prod.	Lumber.	Other Forest Prod.	Mdse. and Misc.
Westward.	*Bushels.*	*Bushels.*	*Bbls.*	*Tons.*	*M. Feet.*	*Tons.*	*Tons.*
East Wabasha	.....	.....	9	1	862	362	895
Midland Junc.	.....	.....	.....	.....	.....	.....	8
McCracken...	.....	.....	.....	.....	.....	.....	2
Theilman	.....	.....	.....	.....	.....	.....	17
Millville	2,880	.....	.....	.....	.....	.....	11
Hammond....	15,707	.....	.....	.....	.....	16	.....
Zumbro Falls.	38,306	.....	.....	.....	.....	.....	2
Mazeppa.....	800	302	13	.....	.....	.....	25
Total.....	57,693	302	22	1	862	378	960
Total in tons	1,731	7	2	1	1,723	378	960

Business and Receipts.

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded.	Received.	Receipts.	From.	To.	Receipts.
	Tons.	*Tons.*	*Dolls.*	*No.*	*No.*	*Dolls.*
East Wabasha.....	2,982	18,730	36,697 69	2,696	2,648	2,595 48
Midland Junction.....	70	7	8 40	944	767	471 40
Glasgow	80	1	4 25	90	626	38 35
McCracken.....	84	2	1 75	83	143	36 65
Theilman.....	1,978	200	366 80	550	464	333 70
Tracy	603	9	15 91	220	214	110 62
Keegan	72	.....	.....	174	192	97 85
Millville	1,998	487	1,019 27	984	777	686 30
Jarrett.....	323	12	18 42	37	78	17 65
Hammond	2,177	130	223 72	307	239	252 10
Funk.....	.....	.....	.....	35	59	28 90
Zumbro Falls	1,822	419	914 36	769	764	541 17
Mazeppa.....	5,766	3,412	4,882 66	1,462	1,254	1,150 57
Forest Mills.....	5,264	1,026	1,184 64	623	328	259 35
Zumbrota.....	2,187	1,283	4,883 52	1,019	1,285	1,336 60
Total.....	25,406	25,718	50,221 39	9,993	9,838	7,986 69

EARNINGS AND EXPENSES.

Gross Earnings.

Freight.....	$45,316 64
Passengers.....	7,060 64
Express.....	86 51
Total.....	$52,463 83

Operating Expenses.

Maintenance of way	$20,873 54
Maintenance of buildings	538 67
Maintenance of rolling stock	3,947 24
Conducting transportation	23,408 20
General expenses	2,194 65
Total	50,962 30

Above gross earnings were ⅔ of 1 per cent. of the gross earnings of all lines of the company.

Ratio of passenger to freight earnings, as 1 to 6.4.

Average gross earnings per mile of road	$889 22
Average gross earnings per train mile	0 69

The operating expenses were 97 per cent. of foregoing gross earnings.

Average operating expenses per mile of road	$863 67
Average operating expenses per train mile	0 77
Net earnings	1,501 53
Net earnings per mile of road	25 45
Net earnings per train mile	0 02

Payments in addition to Operating Expenses.

Construction account	$51,036 12
Additional equipment	8,400 00
Taxes	229 43
Total	$59,665 55

MAILS AND EXPRESS.

No payment yet for mail service.
The American Express Company pays 1½ first class rates.
No accidents.

The following supplementary report is made by the

MINNESOTA MIDLAND RAILWAY COMPANY.

(Report for first period, ending August 8, 1878.)

OFFICERS.

S. P. Snider, President, - - - - - -	Minneapolis.
W. S. Walton, Secretary, - - - - - -	Wabasha.
J. N. Lackey, Superintendent, - - - - -	Wabasha.
Geo. F. Bidwell, Auditor and Gen. T. & F. Agt, - -	Wabasha.

General offices at Wabasha, Minn.

Directors.—S P. Snider, Minneapolis; W. S. Walton and S. L. Campbell, Wabasha; H. H. Palmer and W. S. Wells, Zumbrota.

Annual election of directors, first Wednesday in October.

CAPITAL STOCK, DEBT, ETC.

(Capital Stock authorized, $2,000,000 00.)

Common stock issued	$360,000 00
Six per cent. first mortgage bonds	360,000 00
Total of stock and debt	$720,000 00

COST OF ROAD.

Right of way	$ 33,607 00
Construction	449,105 70
Equipment (on August 8, 1878,) for 60 miles of road	40,618 60
Total cost	$523,331 30
Average per mile of road	8,722 19

Construction account is closed.

Stations.—13, common points 3.

DOINGS IN TRANSPORTATION.

Tonnage.

Grain	9,373
Flour and meal	2,143
Lumber	864
Merchandise and other articles	1,201
Total number of tons	13,581

Gross Earnings.—Freight, $13,775.40; Passengers, $182.00; Express, $26.32; total, $15,982.37.

ACCIDENTS.

December 10, 1877, Jno. Murray and Morris Wheeler, engineer and fireman of construction train were slightly injured by derailment of engine near Funk's bluff, 18 miles from Wabasha. No claim for damage.

May 22, 1878, Mary McCracken, infant child of Wm. McCracken, at McCracken's station, while sitting on track was killed by train coming around the curve near by and too near the child, when discovered, to stop. Coroner's jury attached no blame to company or employees.

HISTORY.

The Minnesota Midland Railroad Company was organized under the general laws January 15, 1876. August 31, 1877, contract was entered into with Henry Crawford, of Chicago, to build, equip and put in operation, the line of road now in operation. The contract was carried out and brought the road to completion for the running of trains on May 22, 1878. The building of sidings and other construction work was, however, continued until August 8, 1878, when the Minnesota Midland Railway Company took possession, and the foregoing report is a statement of the business of the road up to August 8, 1878. The accounts up to that date have been charged to construction entire, and no operating books were until that date opened.

On August 17, 1878, the road was leased to the Chicago, Milwaukee and St. Paul Railway Company, for one year, at a rental of $20,000, to be applied in permanent improvements.

No foreclosures or sales have taken place, and no dividends declared.

(Informal report of the Minnesota Midland Railway Company's Secretary, dated November 10, 1879.)

The Company's officers at above date are:

S. S. Merrill, President, - - - - Milwaukee.
Jas. G. Lawrence, Secretary and Treasurer, - - Wabasha.

Directors.—S. S. Merrill, Alex. Mitchell and John W. Cary, of Milwaukee; C. H. Prior, Minneapolis, and Jas. G. Lawrence, Wabasha.

Stock and debt as stated in report for period ending August 8, 1878,

Stockholders.—The foregoing directors and Henry Crawford, of Chicago.

The road is leased to the Chicago, Milwaukee and St. Paul Railway Company for one year from August 16, 1879, at a rental of $20,000, payable on or before August 16, 1880; the rental may be expended by lessees, in building bridges, depots, warehouses, machine shops or any necessary permanent improvements. Property to be returned at end of lease in as good order as received, excepting reasonable wear.

ST. PAUL, STILLWATER & TAYLORS FALLS RAILROAD CO.

OFFICERS.

Peter Berkey, President.
A. B. Stickney, Vice President, Superintendent and Land Com.
E. W. Ruff, Secretary and General Ticket and Freight Agent.
Horace Thompson, Treasurer.

General offices and address of the above officers, St. Paul.

Directors.—Russell Blakeley, Peter Berkey, A. H. Wilder, J. L. Merriam, E. F. Drake, Wm. Crooks, Maurice Auerbach, Horace Thompson, W. B. Dean and A. B. Stickney, all of St. Paul; Isaac Staples, R. F. and E. L. Hersey, of Stillwater.

Executive Committee.—Messrs. Blakeley, Berkey and Wilder.

Date of annual election of Directors—last Wednesday in January.

Person to address concerning this report, E. W. Ruff.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $1,000,000 00.)

Common stock issued	$207,690 00
Preferred stock, (8 per cent.)	128,321 00
Preferred stock, (7 per cent.)	221,082 00
Total stock	$557,093 00
Seven per cent. first mortgage bonds, due 1908	$334,800 00
Eight per cent. South Stillwater Branch mort. bonds, due 1903.	35,500 00
Ten per cent. St. Paul depot mortgage bonds, due 1903	30,000 00
Total bonded debt	$400,300 00
Floating debt	56,173 76
Total debt	$456,473 76
Total of stock and debt	1,013,566 76
Total of stock and debt per mile of road	42,580 00

The 8 per cent. preferred stock was issued for cash and dividends; the 7 per cent. stock was issued in exchange for 40 per cent. of original first mortgage bonds. All original stock was issued to the public at par in cash.

COST OF ROAD.

Construction and right of way	$753,609 73
Present equipment	72,820 50
Total	$826,430 23

CHARACTERISTICS OF ROAD.

	Miles.
Length.—From St. Paul Junction to Stillwater	17.545
(Hudson Branch.) From Stillwater Junc. to Lake St. Croix.	3.255
(S. Stillwater Branch.) From Stillwater to South Stillwater	3
Total number of miles	23.8
Miles of iron rail	6
Miles of steel rail	17.8

Equipment.—2 locomotives of more than 30 tons weight; 2 first class passenger cars; 2 passenger and baggage cars; 10 box freight and stock cars, and 30 flat cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Tonnage.

Grain	2,319
Flour and meal	35
Provisions	302
Manufactures	847
Animals	69
Lumber	17,942
Other forest products	3,387
Iron, lead and mineral products	334
Stone, brick, lime, cement, sand, etc	1,323
Coal	155
Merchandise and miscellaneous	5,410
Total number of tons	32,123

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grains.	Flour.	Other Prod.	Lumber.	Other Forest Prod.	Mdse. and Misc.
Eastward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M feet.*	*Tons.*	*Tons.*
St. Paul	32,423	58,788	53	1,357	139	10	3,629
St. Paul Junc.	.....	.....	.....	13	.....	.....	1
Stillwater Junc	.....	.....	.....	.....	.....	515	.....
Total	32,423	58,788	53	1,370	139	525	3,630
Westward.							
Stillwater	.....	8,500	300	165	11,823	2,861	2,603
Stillwater Junc	.....	.....	.....	11	.....	.....	1
Total	.....	8,500	300	176	11,823	2,861	2,604

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$ 38,089 31	Mainten'ce of way & bdgs.	$13,724 98
Passengers	29,021 78	Maintenance rolling stock.	2,567 73
Express	1,012 74	Conducting transportation	20,740 25
Rents	42,727 56	General expenses	8,131 07
Total	$110,851 39	Total	$45,164 03

The foregoing "rents" include payments from C., St. Paul & Ms. Ry. for Hudson branch and privilege of main line.

Average gross earnings per mile of road	$4,657 63
Average operating expenses per mile of road	1,897 64
Net earnings	276 00

Payments in Addition to Operating Expenses.

Taxes, $1,558.32; interest on bonds, $16,656.75; privilege of St. Paul, Minneapolis and Manitoba Railroad, $4,200; total, $22,415.07.

Of the company's indebtedness, $35,500 has been occasioned by the purchase of branch.

Carry no mail. American Express Company pay first class freight rates and messenger fare.

LANDS.

Acres received	44,246 27
None to inure.	
Acres sold and contracted in 18 months, ending June 30, 1879	4,929 95
Receipts from lands in 18 months, ending June 30, 1879	$12,186 97
Acres sold and contracted in all years, to June 30, 1879	6,948 73
Receipts from lands in all years, to June 30, 1879	$13,686 56
Average price per acre of land sold	5 25
Average price per acre of land now	5 75

No accidents.

ST. PAUL & PACIFIC RAILROADS.

(Reports for A., Main Line; B., Branch Line; C., St. Vincent Extension Line, or St. Paul & Pacific and Red River & Manitoba, for period beginning July 1, 1878, and ending June 13th, 1879.)

A. MAIN LINE.

OFFICERS.

Edmund Rice, Horace Thompson, J. S. Kennedy,	Trustees in possession. St. Paul. St. Paul. New York.
A. A. Mead, Treasurer,	St. Paul.
J. P. Farley, General Manager,	St. Paul.
C. A. F. Morris, Chief Engineer,	St. Paul.
W. S. Alexander, General T. & F. Agent,	St. Paul.
S. S. Breed, Auditor	St. Paul.
Herman Trott, Land Commissioner,	St. Paul.

General offices, St. Paul.

Date of annual election, 2nd Tuesday in June.

Person to address concerning this report, J. P. Farley.

CAPITAL STOCK, DEBT, ETC,

(Capital stock authorized, $5,000,000.)

Stock issued	$ 5,000,000
First mortgage on road from St. Anthony to a point 150 miles west.	1,500,000
Second mortgage on same 150 miles of road, and first mortgage on six sections of land per mile pertaining thereto	1,322,000
Third mortgage on same 150 miles of road, and first mortgage on remaining length westward to Breckenridge. Also first mortgage on additional land grant of four sections per mile on the first named 150 miles, and on entire grant belonging to remaining length to Breckenridge	4,608,000
Mortgage, subject to prior mortgages, on road and grant from St. Paul to Breckenridge	1,000,000
Total bonded debt, all 7 per cent. per annum	$8,440,000

CHARACTERISTICS OF ROAD.

Length.—From St. Anthony to Breckenridge, 207 miles. Additional track and sidings, 18.56 miles.

Stations.—37. Common points, 1.

Bridges and Trestles.—4 wooden bridges aggregating 1,169 feet; 125 wooden trestles of all lengths, aggregating 7,776 feet.

No railroad crossings.

Has 205.25 miles of iron, weighing 50 to 56 pounds per yard; 1.75 miles of steel, weighing 56 pounds per yard.

Equipment.—24 locomotives of more than 30, and 8 of more than 20 tons weight, exclusive of tender; 14 first class and 16 second class passenger cars; 11 express and baggage cars; 372 box freight and stock cars; 232 flat and coal cars; 19 other cars.

Total cost of equipment, applying to 207 miles	$ 923,158 36
Total cost of equipment per mile of road	4,459 70

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$ 723,079 78	Maintenance of way	$ 178,821 17
Passengers	244,527 83	Maintenance of buildings.	2,910 68
Mails	6,952 77	Maintenance of roll'g stock	67,143 01
Express	12,934 13	Conducting transportation	183,711 17
Rents	38,747 86	General expenses	74,618 59
Total	$1,026,242 37	Total	$507,204 62

Ratio of passenger to freight earnings, as 1.05 to 3.11.

Gross earnings per mile of road, (207 miles,)	$4,957 69

Operating expenses were 49.42 per cent. of gross earnings.

Operating expenses per mile of road	$2,450 26
Net earnings	$519,037 75
Net earnings per mile of road	$2,507 43

Payments in addition to Operating Expenses.

Construction account	$26,698 75
Additional equipment	167,827 52
Right of way	9,353 45
Taxes	29,841 68
Interest on bonds	366,640 75
Rent account	1,328 11
	$601,690 26

REGULATIONS, MAILS, ETC.

All trains come to a full stop before railroad crossings, and see that their way is clear before proceeding.

All trains whistle 80 rods before highways, and ring bell until crossing is made.

Use Miller's coupler and platform, and Westinghouse's automatic air-brakes.

Receive $6,952.77 per annum for carrying U. S. mails.

American Express Company pays half fare for messengers and one and one-half first-class rates on merchandise.

LANDS.

Acres of congressional grant received	1,137,298.60
Acres of congressional grant yet to enure	164,731.66
Acres sold and contracted in year ending Dec. 31, 1878	133,297.03
Acres sold and contracted in 18 months ending June 30, 1879	178,267.45
Receipts in year ending Dec. 31, 1878	$842,566 00
Receipts in 18 months ending June 30, 1879	$1,121,020 71
Average price per acre of lands disposed of	$6 50
Average price of lands now	$6 00
Acres sold and contracted in all years to Dec. 31, 1878	590,628.93
Acres sold and contracted in all years to June 30, 1879	634,536.35
Receipts from lands in all years to Dec. 31, 1878	$4,055,904 26
Receipts from lands in all years to June 30, 1879	$4,334,358 97

ACCIDENTS.

A. To Persons.

August 5, 1878, Charles Otto, killed in attempting to couple engine at Delano.

August 25, 1878, a stranger, not identified, fell from moving train near Litchfield and was killed.

April 20, 1879, Duncan McMillan, intoxicated, fell from train west of Willmar and was killed.

B. To Trains.

September 22, 1878, 2 cars of wheat of a freight train wrecked two miles west of Cokato, caused by broken beam.

October 17, 1878, 2 extra freight trains collided between Litchfield and Swede Grove, wrecking partly both engines.

B. BRANCH LINE.

Officers, general offices and date of annual election the same as of Main Line.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $1,468,600.)

Common stock issued	$1,468,600
First mortgage on road from St. Paul to St. Anthony, 8 per cent.	$120,000
Second mortgage on road from St. Paul to St. Anthony, and first mortgage on road from St. Anthony to Watab, 7 per cent...	366,000
Mortgage, subject to above mortgage from St. Paul to Watab, and first mortgage on land grant of 6 sections per mile of road from St. Anthony to Watab, 7 per cent	1,039,000
Mortgage subject to above mortgage from St. Paul to Watab, and first mortgage on additional land grant of 4 sections per mile of road from St. Anthony to Watab	1,087,000
Mortgage also on road and land grant from St. Paul to Breckenridge, subject to prior mortgages on the same	1,000,000
Total bonded debt in five mortgages	$3,612,000
Floating debt	62,696.80
Total of debt and stock	$5,143,296

CHARACTERISTICS OF ROAD.

Length.—From St. Paul to Sauk Rapids, 76 miles

Stations.—Eleven.

Bridges and Trestles.—4 wooden bridges, aggregating 638 feet, and one wooden trestle 20 feet long.

Fences.—52 miles, mostly board fences, average cost 92 cents per rod.

Railroad Crossing.—Minneapolis & St. Louis at St. Anthony Junction.

Rail Laid.—66 miles of iron, 52 pounds per yard, and 10 miles of steel, 56 pounds per yard.

Equipment.—10 locomotives of more than 30, and 4 of more than 20 tons weight, exclusive of tender; 3 first class and 1 second class passenger cars; 5 express and baggage cars; 32 box freight and coal cars; 70 flat and coal cars, and 2 other cars.

Speed of trains.—18 to 22 miles per hour for passenger, and 12 to 15 for freight trains.

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$307,541 66	Maintenance of way	$50,506 18
Passengers	135,462 25	Maintenance buildings	3,804 28
Mails	4,835 32	Maintenance rolling stock	22,555 53
Express	7,736 23	Conducting transportat'n	100,145 64
Rents	33,095 07	General expenses	48,979 45
Total	$488,670 53	Total	$225,991 08

Ratio of passenger to freight earnings, as 1.20 to 2.31.
Gross earnings per mile (76 miles) of road, $6,429.88.
Operating expenses were 46.34 per cent. of gross earnings.

Operating expenses, average per mile of road	$2,973 57
Net earnings	$261,689 45
Net earnings per mile of road	$3,443 28

REGULATIONS, MAILS, ETC.

Same as on Main Line, excepting amount received for carrying U. S. mails, which was $4,835.32.

LANDS.

Received of Congressional grant, acres	405,756.05
To enure, acres	20,000.00
Acres sold and contracted in year ending Dec. 30, 1878	14,157.90
Acres sold and contracted in 18 months ending June 30, 1879	16,288.71
Receipts in year ending Dec. 31, 1878	$35,507 76
Receipts in 18 months ending June 30, 1879	$43,578 46
Average price per acre of lands disposed of	$3 00
Average price of lands now	$3 50
Acres sold and contracted in all years to Dec. 30, 1878	103,247.33
Acres sold and contracted in all years to June 30, 1879	105,200.84
Receipts in all years to Dec. 30, 1878	$442,529 89
Receipts in all years to June 30, 1879	$450,600 59

ACCIDENTS.

July 2, 1878, a boy named Treat was killed in attempting to jump on moving freight train near St. Anthony.

November 14, 1878, John Somers was killed by being struck by engine while walking on track between depot and shops in St. Paul.

December 13, 1878, John Green was struck by passenger train at Lafayette Avenue crossing in St. Paul and killed.

ST. PAUL & PACIFIC AND RED RIVER & MANITOBA.

(Red River & Manitoba from Breckinridge to Barnesville, St. Paul & Pacific St. Vincent Extension from Barnesville to St. Vincent, and from East St. Cloud to Alexandria, and Red River Valley from Crookston to Fisher's Landing.)

OFFICERS.

J. P. Farley, Receiver and General Manager, - - - - St. Paul.

CHARACTERISTICS OF ROAD, ETC.

Length Operated.—

Breckenridgeto St. Vincent	200.25
Crookston to Fisher's Landing	10.75
St. Cloud to Alexandria	66.50
Number of miles	277.50

Debt.—For the construction of 65 miles of road from Snake River to St. Vincent and 33 miles from Melrose to Alexandria, including side tracks, station buildings, water tanks, etc., and also for renewing the ties between Crookston and Snake River, and nine miles of iron, the receiver has issued debentures or bonds to the amount of $800,000 in full.

EARNINGS AND EXPENSES.

Gross Earnings.		*Operating Expenses.*	
Freight	$259,013 87	All items	$218,336 78
Passengers	121,260 07		
Mails	897 14		
Express	4,445 00		
Total	$385,616 08	Total	$218,336 78

The foregoing earnings and expenses were on line between Breckinridge and St. Vincent and Crookston and Fisher's Landing.

Ratio of Passenger to freight earnings, as 1.6 to 2.27.

Gross earnings per mile of road $1,810 40

Operating expenses include the cost of transporting all the construction material for length built during the year, increasing operating expenses 10 to 15 per cent.

Operating expenses per mile of road $1,025 06

Net earnings, $167,279,30; ditto. per mile of road, $785.34.

On the line from St. Cloud to Alexandria the gross earnings were $109,-417.58; operating expenses $51,933.55, and net earnings $57,484.03. The latter line was virtually operated by the trustees of the branch line, and only the three items named were as a separate account kept and reported to the receiver. The totals for all the receiver's lines were: gross earnings, $495,033.66; operating expenses, $270,270.33; net earnings, $224,763.33.

REGULATIONS, MAILS, ETC.

The same as on Branch Line excepting U. S. mails, regarding which there has been no settlement, but the supposed compensation is $50.00 per mile per year.

LANDS.

Acres received of Congressional grant 753,747.67

Acres to enure 1,072,303.81

No sales up to June 30, 1879.

HISTORY.

The several lines of road included in the foregoing three reports were in June, 1879, sold to the St. Paul, Minneapolis & Manitoba R. R. Company. This corporation has during the latter half of the year completed the extension line from East St. Cloud to St. Vincent and to the north boundary, and also the Red River Valley Line from Crookston to Grand Forks on the Red River of the North. It now operates the lines from St. Paul via Breckenridge and Barnesville, and via St. Cloud and Barnesville, to St. Vincent and to the north boundary as a consolidated road under the name of the St. Paul, Minneapolis & Manitoba Railroad.

The following table shows the date of completion of the several lengths of the consolidated road.

Main Line, St. Paul to Breckenridge.

Miles from St. Paul.	Completed to	Date of Completion.
9.9	St. Anthony	July 2, 1862.
11.5	Minneapolis	June 10, 1867.
21.0	St. Albans	Aug. 14, 1867.
25.1	Wayzata	Aug. 20, 1867.
28.0	Long Lake	June 15, 1868.
33.2	Maple Plaine	Aug. 21, 1868.
34.4	Armstrong	Aug. 30, 1868.
40.0	Delano	Oct. 14, 1868.
49.2	Waverly	Oct. 17, 1868.
54.6	Howard Lake	Dec, 31, 1868.
57.2	Smith Lake	May 20, 1869.
60.6	Cokato	June 10, 1869
66.4	Dassel	June 22, 1869.
71.8	Darwin	July 20, 1869.
77.7	Litchfield	Aug. 12, 1869.
85.5	Swede Grove	Aug. 30, 1869.
90.6	Atwater	Sept. 27, 1869.
98.0	Kandiyohi	Oct. 5, 1869.
103.7	Willmar	Oct. 27, 1869.
110.3	St. Johns	April 30, 1870.
117.8	Kirkhoven	May 30, 1870.
122.1	Murdock	
126.7	DeGraff	June 15, 1870.
134.1	Benson	July 1, 1870.
140.0	Clontarf	June 16, 1871
150.1	Hancock	June 24, 1871.
159.1	Morris	July 9, 1871.
167.6	Douglas	Aug. 15, 1871.
178.1	Herman	Aug. 29, 1871.
185.4	Gorton	Sept. 15, 1871.
194.6	Tintah	Sept. 30, 1871.
201.7	Campbell	Oct. 4, 1871.
208.9	Doran	Oct. 12, 1871.
217.0	Breckenridge	Oct. 25, 1871.

Red River & Manitoba.

234.0	Mauston	Oct. 21, 1877.
240.0	Atherton	
247.0	Barnesville	

Branch Line, St. Anthony to Sauk Rapids

9.9	St. Anthony	(Main Line Track.)
27.0	Anoka	January, 1864.
38.6	Elk River	Fall of 1864.
47.8	Big Lake	Spring of 1866.
73.5	E. St. Cloud	Sept. 1876.
75.75	Sauk Rapids.	Fall of 1867.

St. Vincent Extension from E. St. Cloud to St. Vincent and north boundary.

Miles from St. Paul.	Completed to	Date of Completion.
82.1	St. Joseph	July 20, 1872.
90.3	Avon	Aug. 2, 1872.
96.3	Albany	Aug. 27, 1872.
102.5	Oakes	Sept. 6, 1872.
108.5	Melrose	Oct. 29, 1872.
117.0	Sauk Center	Aug. 1, 1878.
141.5	Alexandria	Nov. 15, 1878.
186.4	Fergus Falls	Nov. 25, 1879.
218.2	Barnesville	Dec. 3, 1879.
221.8	(3 1-2 miles north of Barnesville)	Oct. 21, 1877.
235.05	built 12 miles south from Glyndon,	June 19, 1872.
240.8	Averill	June 27, 1872.
248.3	Felton	July 8, 1872.
255.5	Borup	July 13, 1872.
265.05	Ada	July 25, 1872.
276.55	Rolette	Aug. 9, 1872.
282.05	Edna	Aug. 12, 1872.
292.05	Kittson	Aug. 21, 1872.
298.55	Crookston	Sep. 11, 1872.

Crookston to Grand Forks.

305.3	Fanny	Sept. 16, 1872.
312.55	Euclid	Sep. 20, 1872.
320.3	Angus	Oct. 2, 1872.
329.05	Warren	Sept. 1, 1878.
338.55	Middle River	Sept. 10, 1878.
346.3	Tamarac River	Sept. 20, 1878.
370.05	S. Branch Two Rivers.	Oct. 20, 1878.
375.55	N. Branch Two Rivers.	Oct. 25, 1878.
390.87	St. Vincent	Nov. 9, 1878.
2.25	miles from St. Vincent junction to N. boundary	Nov. 12, 1878.

Red River Valley.

309.25	Fishers Landing	1875.
323.75	Grand Forks	1879.

Summary:—

	Miles.
From St. Paul to East St. Cloud	73.50
From East St. Cloud to Alexandria	68.00
From Alexandria to Fergus Falls	44.90
From Fergus Falls to Barnesville	31.80
From Barnesville to Glyndon	16.85
From Glyndon to Crookston	63.50
From Crookston to St. Vincent	92.32
Total from St. Paul to St. Vincent	390.87
Erom East St. Cloud to Sauk Rapids	2.25
From St. Vincent Junction to North Boundary	2.25
From Crookston Junction to Grand Forks	24.56
From Minneapolis Junction to Breckenridge	207.10
From Breckenridge to Barnesville	30.00
Total number of miles	657.03

On June 19, 1872, the Extension Line was completed from Glyndon southward 12 miles, while the foregoing table shows 1.25 miles more, the difference arising from a change of track this year at and near Barnesville. Other minor differences in length, as shown by this table and by the Railroad Company's record, are owing to similar reasons.

The lengths completed during the year ending December 31, 1879, are 76.70 miles from Alexandria to Barnesville, and 14.56 miles from Fishers Landing to Grand Forks, a total of 91.26 miles.

The St. Paul, Minneapolis & Manitoba Railway Company was organized under foreclosure of mortgage of First Division of St. Paul & Pacific Railroad Company, May 23, 1879. The officers are George Stephen, President; Richard P. Angus, Vice President, and Edward Sawyer, Secretary and Treasurer.. Directors—George Stephen and Donald A. Smith, of Montreal, Canada; Norman W. Kittson, James J. Hill, Richard B. Angus and R. B. Galusha, of St. Paul, and John S. Barnes, of New York. James J. Hill is General Manager of the road.

The amount of capital stock (all common) of the new company is $15,000,000, and the bonded debt, $16,000,000, secured by two mortgages of $8,000,000 each, and dated respectively June 21, and October 1, 1879.

The Red River & Manitoba, and the Red River Valley Railroad Companies, whose roads now are parts of the St. Paul, Minneapolis & Manitoba Railway, have made the following supplementary reports, viz.:

RED RIVER AND MANITOBA RAILROAD COMPANY.

This Company was organized under the general laws of the State, in August, 1877, and on October 21, 1877, had completed 30 miles of road from Breckenridge (western terminus of First Division St. Paul & Pacific Main Line) northward to a connection with the St. Vincent Extension Line at Barnesville, in Clay county. Cost of said length, about $230,000.

Of stock there has been issued 2,625 shares, held as follows:

John S. Kennedy, John S. Barnes, } Trustees	2,590	shares.
James J. Hill	5	"
John S. Kennedy	5	"
John S. Barnes	5	"
Walter T. Oakman	5	"
Wm. H. Fisher	5	"
Samuel J. Beals	5	"
	2,620	

No bonds or preferred stock issued.

The officers of the corporation are—

James J Hill, President.
Wm. H. Fisher, Vice President.
Samuel J. Beals, Secretary.

Directors.—Jas. J. Hill, N. W. Kittson, John S. Kennedy, John S. Barnes and Wm. H. Fisher.

Date of annual election of directors, 1st Tuesday in June.

On the 21st of June, 1879, the Company sold its completed line of road to the St. Paul, Minneapolis & Manitoba Railway Company, receiving in payment therefor $250,000 in the full-paid stock of the latter Company.

RED RIVER VALLEY RAILROAD COMPANY.

The road of this corporation, of which the length from Crookston to Fisher's Landing was completed in 1875, was sold on June 21, 1879, to the St. Paul, Minneapolis and Manitoba Railway Company. The present officers are:

Henry H. Sibley, - - - - - -	President.
R. B. Galusha, - - - - - -	Secretary.
C. Michael, - - - - - - -	Treasurer.

Directors.—H. H. Sibley, Norman W. Kittson, James J. Hill, Patrick H. Kelly and R. B. Galusha, all of St. Paul.

Annual meeting of stockholders, first Monday in March.

Amount of stock issued, all common, $404,000.
No debt.
Construction account not closed.

RED RIVER VALLEY LANDS IN DISPUTE.

ST. PAUL, December 9, 1879.

Hon. Wm. R. Marshall, Railroad Commissioner:

SIR:—The total number of acres in my charge and for sale is 413,800.

The number of acres contracted to be sold up to June 30, 1879, was 33,555.03, on which the payments made amounted to $18,784.61.

Of the foregoing the acreage disposed of and receipts during year ending December 31, 1878, were respectively 4,371.21 acres and $3,251.55.

The title to above lands is in dispute between the Northern Pacific and the St. Paul and Pacific Railroad Company, and pending the decision of the courts, these lands have been placed in my hands for sale, as special commissioner.

Very respectfully,
EDWARD SAWYER,
Special Commissioner.

GREEN BAY & MINNESOTA RAILWAY CO.

(Having a terminus at Winona, but no track in Minnesota.)

Statement of Tonnage and Earnings from Winona Station.

Forwarded.		*Received.*	
Grain	455	Wheat and flour	9
Flour	133	Lumber and forest products	29,473
Miscellaneous	768	Agricultural implements	36
		Miscellaneous	420
Total	1,356	Total	29,938

Local charges on freight received	$52,684 25
Prepaid charges on freight forwarded	35 92
Total	$52,720 17
Number of passengers into Winona	3,635
Number of passengers from Winona	3,404
Total	7,039
Earnings on passengers into Winona	$12,617 05
Earnings on passengers from Winona	10,837 60
Total	$23,454 65

TIMOTHY CASE,
Receiver and General Manager.

ANNUAL REPORT

OF THE

RAILROAD COMMISSIONER

OF

MINNESOTA,

FOR THE YEAR ENDING JUNE 30, 1880.

TO THE GOVERNOR.

ST. PETER:
J. K. MOORE, STATE PRINTER.
1881.

The Hopkins Library
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by Timothy Hopkins.

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REPORT.

OFFICE OF STATE RAILROAD COMMISSIONER,
ST. PAUL, January, 1881.

Honorable John S. Pillsbury, Governor:

SIR: I respectfully submit the tenth annual report from this office, giving information of the business, condition and operation of the railroads of the State for the year ending June 30, 1880. The many changes in organization and ownership of lines of railroads have occasioned great delay in the transmission of reports from the companies, which, in turn, has caused delay in getting my report ready.

The revival of business prosperity which had a marked beginning in 1879, as was shown in my last report, continued to swell the railroad traffic of the year now reported. The increase of construction of new roads, however, shows a falling off in 1880. This is accounted for by the fact that the long trunk lines that had been progressing for years, were all finished by the close of 1879. The first era of railroad development in the State was thus completed with the system of trunk lines. We stood in 1880 at the beginning of the second era of railroad development, the construction of branch and intermediate lines, upon which we have yet hardly entered. The new construction in 1879 was 436.54 miles; in 1880, 113.55 miles, making the total length of railroad in operation within the State on the First of January, 1881, 3,099.59 miles. There was, in addition, graded and partly ironed, but not operated, 46.86 miles.

There has been a gratifying increase of State revenue from the railroads. For 1878, it was $200,171, and for 1879 the very large sum of $249,354. One of the most important duties of this office,

under the law, is to see that full and accurate returns are made of the gross earnings of the railroads on which this State revenue is based. Many questions have arisen, mentioned in the earlier reports, from which very great gains were secured to the State. One has developed in the last year with the St. Paul, Minneapolis and Manitoba company in respect to returning for taxation the rental of forty thousand dollars per year, which the Northern Pacific company pays the former for joint use of track from St. Paul to Sauk Rapids. The Manitoba company claiming that this rental is not a part of its gross earnings subject to taxation, in the meaning of the law, the same as earnings from freight and passenger traffic. The question will be taken to the supreme court for adjudication, if the railway company does not yield to the views of the Commissioner that this rental is a part of the gross earnings subject to taxation.

STOCK AND DEBT.

The total stock of the lines of railroad in Minnesota is reported at $51,778,144. The total debt is $48,391,388. The average stock and debt per mile of road, $33,532.

EARNINGS.

The gross earnings of all the roads for the year ending June 30, 1879, were $8,047,834; operating expenses $5,106,422; net earnings $2,941,412. For year ending June 30, 1880, the gross earnings were $10,774,826; the operating expenses $6,604,400; and the net earnings $4,170,425.

FREIGHT.

The movement of freight of all kinds in reported year 1880 was 3,934,380 tons, against 2,893,940 tons in reported year 1879, showing an increase of traffic of nearly one third.

The grain carried in reported year 1880 was 1,056,859 tons.

PASSENGERS.

The passengers carried in the year ending June 30, 1880, were 1,934,406, against the number of 1,809,380 in corresponding year 1879.

LANDS.

The railroad lands sold in the year ending June 30, 1880, amounted to 506,951 acres; and the receipts on account of lands, $1,175,368; while for corresponding year ending 1879, the lands sold were 710,505 acres, and the receipts $3,046,130.

RATES.

The tendency to lower rates for freight and passengers on the railroads of the State keeps pace in some degree with the increase of business. A very important change has been effected in the classification of freights. The Chicago, Milwaukee & St. Paul and the Chicago & Northwestern companies which operate more than 1,200 miles in this State have at my solicitation adopted locally in Minnesota what is known as the "Revised joint classification" of freight, in place of the former Minnesota classification. This change removes a long-standing complaint on the part of wholesale dealers and shippers in Minnesota, who under the former classification were at a disadvantage compared with Chicago shippers. There is now one uniform classification on these roads for all freights from points in Minnesota the same as from Chicago and Milwaukee. The Omaha system of roads has already adopted this classification, and I trust the remaining railroads of this State will do so.

FUEL SCARCITY.

An alarming scarcity of fuel in the western and southwestern parts of the State, was developed by the unusually early winter. Great complaint was made of the railroads on this account. The manifest causes were a large increase in population and demand for fuel, with the setting in of winter a month earlier than usual. Several mild winters just past, had lulled the railroads and the people into a feeling of security that every day could be depended on for its own supply of fuel. Heavy storms the middle of October blockaded for many days most of the prairie railroads. Winter came permanently in November, and has continued with great severity and frequent storms and snow blockades. The railroad officials exerted themselves to get fuel to the frontier, but the elements often baffled their efforts, and much suffering and complaint was occasioned; even the railroads had to suspend trains for want of fuel. A prudent foresight on the part of the railroads

and the people would have prevented the evil. The experience, now dearly earned, will no doubt prevent a recurrence of like trouble; yet the problem of an abundant and cheap supply of fuel to the treeless regions of the State, is a very grave one, and demands the thoughtful consideration of the legislature.

THE TRUE POLICY OF THE STATE.

I have believed it was the true policy of our State to give assurance of security and fair treatment to capital that might seek investment in railroads. The multiplication of roads and competing lines is the chief remedy for high rates. This policy has been maintained by the legislature, and has secured the grand system that we now have of over three thousand miles of railroad, giving the State a revenue of nearly three hundred thousand dollars a year. It is but to continue it, to insure branches and intermediate lines that shall bring railroad facilities within short haul of every farmer in the State, and with the competition of rival systems of roads, the mininum rates of transportation will be secured.

W. R. MARSHALL, Railroad Commissioner.

The Railroads of Minnesota, with Termini and Lengths in this State on June 30, and on December 31, 1880.

Name of Road.		June 30, 1880.			December 31, 1880.	
		From.	*To.*	*Miles.*	*To.*	*Miles.*
Chicago, Milwaukee & St. Paul.	River Division	La Crescent	St. Paul	130.47	St. Paul	130.47
	" Short Line	St. Paul			Minneapolis	10.30
	Iowa & Minnesota Division	Minneapolis	Iowa Line (LeRoy)	130.54	Iowa Line (LeRoy)	130.54
	Iowa & Minnesota Division	St. Paul Junction	St. Paul	5.61	St. Paul	5.61
	Iowa & Minnesota Division	Austin	Iowa Line (Lyle)	11.37	Iowa Line (Lyle)	11.37
	Hastings & Dakota Division	Hastings	Ortonville	202.44	Ortonville	202.44
	Wabasha Division	Wabasha	Zumbrota	59.00	Zumbrota	59.00
	Southern Minnesota	Grand Crossing	Dakota Line	297.25	Dakota Line	297.25
	Central Railroad of Minnesota	Mankato	Wells	40.00	Wells	40.00
	Chicago, Clinton, Dubuque & Minnesota	Iowa Line	La Crescent	25.00	La Crescent	25.00
	Caledonia, Mississippi & Western	C. C. D. & M. Junction.	Preston	58.71	Preston	58.71
St. Paul & Sioux City Railroad.	St. Paul & Sioux City	St. Paul	St. James	121.27	St. James	121.27
	Sioux City & St. Paul	St. James	Iowa Line	66.25	Iowa Line	66.25
	Worthington & Sioux Falls	Near Worthington	Dakota Line	42.53	Dakota Line	42.53
	Blue Earth City Branch	Lake Crystal	Blue Earth City	34.00	Elmore	43.50
	Rock River Branch	Luverne	Iowa Line	10.00	Iowa Line	10.00
	Minnesota & Black Hills	Heron Lake	Woodstock	44.00	Woodstock	44.00
	St. Paul, Stillwater & Taylor's Falls	St. Paul	Stillwater	17.55	Stillwater	17.55
	"	Stillwater Junction	Lake St. Croix	5.25	Lake St. Croix	3.25
	"	Stillwater	South Stillwater	3.00	Bridge	5.50
St. Paul, Minneapolis & Manitoba Railway.	Main Line	Minneapolis Junction.	Breckenridge	207.10	Breckenridge	207.10
	Branch Line	St. Paul	Sauk Rapids	75.75	Sauk Rapids	75.75
	St. Vincent Extension	East St. Cloud	St. Vincent and N. Boundary.	319.62	St. Vincent and N. Boundary.	319.62
	Red River & Manitoba	Breckenridge	Barnesville	30.00	Barnesville	30.00
	Red River Valley	Crookston Junction	Grand Forks	24.56	Grand Forks	24.56
	Branch	Barnesville			Moorhead	22.24
	Branch	Morris			Brown's Valley	47.50

The Railroads of Minnesota, with Termini and Lengths in this State on June 30, and on Dec. 31, 1880.—Continued.

Name of Road.		June 30, 1880.			December 31, 1880.	
		From.	*To.*	*Miles.*	*To.*	*Miles.*
St. Paul & Duluth R. R.	St. Paul & Duluth	St. Paul	Duluth	156.00	Duluth	156.00
	Stillwater & St. Paul	White Bear	Stillwater	13.00	Stillwater	13.00
	Knife Falls Branch	Northern Pacific Junc.	Knife Falls	6.00	Knife Falls	6.00
	Taylor's Falls & Lake Superior R. R.	Wyoming			Taylor's Falls	20.30
Northern Pacific R. R.	Northern Pacific	Northern Pacific Junc.	Moorhead	229.50	Moorhead	229.50
	Western, or Brainerd Branch	Sauk Rapids	Brainerd	60.50	Brainerd	60.50
Minneapolis & St. Louis Ry.	Minneapolis & St. Louis	Minneapolis	Albert Lea	108.00	Albert Lea	108.00
	Minneapolis & Duluth	Minneapolis	White Bear	15.00	White Bear	15.00
	Branch	Albert Lea	Iowa Line	13.50	Iowa Line	13.50
Winona & St. Peter Railroad.	Winona & St. Peter	Winona	Dakota Line	288.50	Dakota Line	288.50
	Winona, Mankato & New Ulm	Mankato Junction	Mankato	3.75	Mankato	3.75
	Plainview	Plainview Junction	Plainview	15.01	Plainview	15.01
	Chatfield	Chatfield Junction	Chatfield	11.46	Chatfield	11.46
	Rochester & Northern Minnesota	Rochester	Zumbrota	24.48	Zumbrota	24.48
	Minnesota Valley	Sleepy Eye	Redwood Falls	24.40	Redwood Falls	24.40
	Chicago & Dakota	Tracy	Dakota Line	46.38	Dakota Line	46.38
Burlington, Cedar Rapids & Northern		Iowa Line	Albert Lea	12.50	Albert Lea	12.50
Total number of miles				2,987.25		3,099.59

Miles of Railroad in Minnesota at the close of each Year.

NAMES OF ROADS.	1862	1863	1864	1865	1866	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880
St. P., M. & M. (former St. P. & P. br'ch line)	10	27½	40	50	76	76	76	76	76	76	76	76	76	76	76	76	75.75	75.75	75.75
Winona & St. Peter		29	50	66	91	106	106	116	139	165	284	288½	288½	288½	288½	288½	288.50	288.50	288.50
Chicago, Mil. & St. P.—I. & M. div			10	56	71	134	137	148	148	148	148	148	148	148	148	148	147.52	147.52	147.52
St. P. & S. C. (St. Paul-St. James, etc.)				22	47	67	90	100	121¼	121¼	121¼	121¼	121½	121¼	121¼	121¼	121.27	155.27	164.77
Southern Minnesota				16	30	30	50	90	167½	167½	167½	167½	167½	167½	167½	167½	210.5	297.25	297.25
St. P., M. & M. (former St. P. & P. main line)						16	51	111	135	207	207	207	207	207	207	207	207.10	207.10	254.60
St. Paul & Duluth							30	77	156	156	156	156	156	156	156	156	156	162.00	162.00
Chicago, Mil. & St. P.—H. & D. div							20	28	28	48	75	75	75	75	75	75	156.54	202.44	202.44
Chicago, Mil. & St. P.—River div								20	55	101½	128	128	128	128	128	128	130.47	130.47	140.77
Stillwater & St. Paul									13	13	13	13	13	13	13	13	13	13	13
Northern Pacific									50	229½	229½	229½	229½	229½	229½	229½	229.5	229.5	229.5
Winona, Mankato & New Ulm									3¾	3¾	3¾	3¾	3¾	3¾	3¾	3¾	3.75	3.75	3.75
St. P. & S. C. (St. James-Sioux City)										56	66¼	66¼	66¼	66¼	66¼	66¼	66.25	66.25	66.25
Minneapolis & Duluth										13	15	15	15	15	15	15	15	15	15
Minneapolis & St. Louis										27	27	27	27	27	27	108½	108	121.5	121.5
St. P. & S. C. (St. P., Stillwater & T. F.)										18	20¾	23¾	23¾	23¾	23¾	23¾	23.8	23.8	26.3
Chicago, Clinton, Dubuque & Minnesota											25	25	25	25	25	25	25	25	25
Northern Pacific—Brainerd branch											4½	4½	4½	4½	4½	60½	60.5	60.5	60.5
St. P., M. & M. (former St. Vincent Ext.)											132½	132½	132½	132½	132½	136	241.67	319.62	319.62
Central of Minnesota													40	40	40	40	40	40	40
St. P., M. & M. (Crookston-Grand Forks.)														10	10	10	10	24.56	24.56
St. P. & S. C. (Worthington-Sioux Falls, etc.)															29½	37½	42.53	52.53	52.53
Minnesota Midland																20	59	59	59
Burlington, Cedar Rapids & Northern																13	12.5	12.5	12.5
St. P., M. & M. (Breckendridge-Barnesv., etc																30	30	30	52.24
Plainview																	15.01	15.01	15.01
Chatfield																	11.46	11.46	11.46
Minnesota Valley																	24.40	24.40	24.40
Rochester & Northern Minnesota																	24.48	24.48	24.48
Chicago & Dakota																		46.38	46.38
Caledonia, Mississippi & Western																		57.50	58.71
Minnesota & Black Hills																		44	44
Taylors Falls and Lake Superior																			20.30
Total number of miles built	10	56½	100	210	315	429	560	766	1092½	1550½	1900	1907½	1947½	1957½	1987	2199	2549.50	2986.04	3099.59
Number of miles built each year	10	46½	43½	110	105	114	131	206	326½	458	349½	7½	40	10	29½	212	350.50	436.54	113.55

Earnings and Operating Expenses in Minnesota in the Year ending June 30, 1880.

	GROSS EARNINGS BY CLASS AND PER MILE OPERATED.					OPERATING EXPENSES.			NET EARNINGS.		Miles Operated
	Freight.	*Passengers.*	*Miscel.*	*Total.*	*Per Mile.*	*Total.*	*Per Mile.*	*Pr. Ct*	*Total.*	*Per Mile.*	*Average Pr. Yr.*
Chicago, Milwaukee & St. P..	$1,341,140 25	$665,761 64	$126,598 10	$2,133,499 99	$3.634 58	$1,352,494 48	$2,304 08	63.00	$781,005 51	$1,330 50	587.00
Southern Minnesota†	437,212 10	102,670 61	25,070 04	564,952 75	.....	334,190 75	.....	59.00	230,762 00	.....	262.00
Central†	15,020 41	4,849 35	1,352 56	21,222 32	1,061 00	14,057 53	702 87	66.00	7,164 79	358 23	20.00
Chicago, St. P. & M	103,525 20	42,153 37	4,436 25	150,114 82	6,333 95	120,000 00	5,063 29	79.00	30,114 82	1,270 66	23.70
St. Paul & Sioux City	653,509 67	223,748 82	103,766 92	981,025 41	.....	675,000 00	.....	.....	306,025 41	.....	285.00
Northern Pacific	1,251,537 69	381,015 22	56,931 70	1,689,484 61	4,348 74	804,100 81	2,069 75	47.60	885,383 80	2,278 98	388.50
St. P., M. & M	2,084,711 78	672,047 91	176,348 55	2,933,108 24	4,471 20	1,300,512 82	1,982 48	44.33	1,632,595 42	2,488 72	656.00
St. Paul & Duluth	481,992 38	96,420 50	25,031 07	603,443 95	3,448 25	515,287 86	2,944 50	85.00	88,156 09	503 75	175.00
Winona & St. Peter	666,113 40	298,570 65	48,823 08	1,013,507 13	2,534 76	1,074,902 65	2,662 50	106.00	61,395 52	.....	400.00
Minneapolis & St. Louis	469,998 66	95,474 78	12,611 26	578,084 70	4,216 03	333,754 34	2,567 34	58.00	244,330 36	1,648 69	130.00
Burl., Cedar Rapids & North..	31,915 41	8,338 63	1,399 44	41,653 48	3,332 28	29,449 96	2,527 44	63.50	12,203 52	804 84	12.50
C., C., D. & M	25,026 54	12,610 06	1,937 63	39,574 23	.....	29,000 00	.....	.....	10,574 23	.....	24.90
Cal., Miss. & Western	21,021 48	3,794 30	339 47	25,155 25	.....	21,649 71	.....	.....	3,505 54	.....	29.35
Totals	$7,582,724 97	$2,607,455 84	$584,646 07	$10,774,826 88	.....	$6,604,400 91	.....	.....	4,170,425 97	.....	2,993.95

† Southern Minnesota for ten months; balance included in Chicago, Milwaukee & St. Paul. The Central is for six months; July-October included in Southern Minnesota, and November-December in Chicago, Milwaukee & St. Paul.

‖ Includes the Sioux City & St. Paul, and the St. Paul, Stillwater & Taylors Falls.

Tonnage Carried in Minnesota.

	Grain.	Other Agri-cultur'l prod.	Flour and Meal.	Provis-ions.	Manu-fact'rs.	Ani-mals.	Lum-ber and other forest prod.	Metals and Miner-als.	Stone, Brick, etc.	Coal.	Mdse. and Miscel.	Total No. of Tons carried.	Freight forward-ed from Stations.	Freight received at Stations.	Miles oper'd. Av. for year.
C. M. & St. Paul	185,818	3,640	165,862	2,234	4,209	11,152	91,281	3,619	22,007	589	410,819	901,230	547,155	505,821	587.00
Southern Minnesota	63,917	1,823	28,802	.....	2,379	5,691	37,549	.....	2,081	2,919	47,725	162,886	162,886	162,886	262.00
Central	4,191	589	447	.....	309	532	3,903	.....	1,233	81	1,537	12,822	12,822	12,822	20.60
C. St. P. & Minneapolis	21,005	30,116	43,806	1,564	.....	1,057	669	202	914	444	235,014	334,791	117,189	217,599	23.70
St. Paul & Sioux City*	153,769	.....	.....	.....	.....	.....	.....	.....	.....	.....	260,932	414,701	414,701	414,701	285.00
Northern Pacific	76,298	1,389	10,769	8,105	20,483	5,509	83,798	71	4,188	4,284	38,737	253,631	253,631	253,631	388.50
St. P. M. & Manitoba	166,980	1,294	101,480	4,607	10,638	9,519	135,081	633	13,048	9,975	96,795	550,450	550,450	550,450	656.
St. Paul & Duluth	72,831	2,403	50,032	.....	9,090	2,048	139,335	.....	6,478	30,682	38,679	351,578	351,578	351,578	175.00
Winona & St. Peter	204,343	.....	38,998	1,866	.....	2,352	38,753	.....	3,420	368	15,299	305,399	305,399	305,399	*400.00
Minneapolis & St. Louis	83,134	3,499	66,296	2,631	32,181	6,311	93,629	8,525	6,041	34.189	42,340	378'776	378,776	378,776	130.00
B. Cedar Rapids & North.	7,113	9,985	43,763	1,465	3,148	4,313	14,877	8,180	2,084	24,593	32,551	152,072	152,072	†152,072	12.50
C. C. Dubuque & Minn	10,202	5,494	814	.....	.....	1,648	67,574	.....	.....	1,550	12,745	100,027	100,027	100,027	24.90
Cal. Miss. & Western	7,258	203	510	.....	.....	1,440	4,414	.....	.....	25	2,167	16,017	16,017	16,017	29.35
	1,056,859	60,435	551,979	22,472	82,437	51,572	710,863	21,230	61,494	109,699	1.205,340	3,934,380	3,362,703	3,421,779	2,993.95

*Includes tonnage of Sioux City & St. Paul and St. Paul, Stillwater & Taylor's Falls. †Some trifling local receipts omitted.

Railroad Train Mileage and Passengers Carried in Minnesota During the Year Ending June 30, 1880.

	MILES RUN BY PASSENGER AND FREIGHT TRAINS.			EMPTY FREIGHT CARS.	NUMBER AND MILEAGE OF PASSENGERS.			†AVERAGE RATES PER MILE.			
					Passengers	Mileage.		Passengers.		Freight per ton.	
	Passenger.	*Freight.*	*Total.*	*Mileage.*	*Number.*	*Total.*	*Average.*	*Through.*	*Local.*	*Through.*	*Local.*
Chicago, Milwaukee & St. Paul	495,834	884,884	1,380,718	4,914,225	625,152	21,180,886	34.00	2.92	.....	1.28	1.78
Southern Minnesota	128,201	203,416	331,617	.....	57,203	2,829,841	49.47	3.15	3.71	2.71	.....
Central	.....	.....	19,720	18,227	4,071	109,439	26.88	4.43	.....	4.03	.....
Chicago, St. Paul & Minneapolis	27,015	66,000	93,015	.....	65,960	1,105,439	16.07	.....	.....	.....	.....
St. Paul & Sioux City*	.....	.....	.....	.....	176,594	6,895,000	.....	.....	.....	.....	.....
Northern Pacific	385,583	429,503	815,086	3,764,216	111,782	9,553,517	85.00	3.99	.....	2.40	.....
St. Paul, Minneapolis & Manitoba	294,739	838,315	1,133,054	4,898,447	575,000	*20,000,000	.....	.....	.....	.....	.....
St. Paul & Duluth	119,826	353,389	473,215	1,462,596	85,371	~2,623,178	30.73	3.25	4.00	.....	.....
Winona & St. Peter	285,468	1,120,517	1,405,985	3,334,762	192,517	9,093,725	47.24	3.39	.....	1.83	.....
Minneapolis & St. Louis	127,965	229,409	359,374	.....	94,596	2,990,667	31.61	2.83	3.55	1.47	2.47
Burlington, Cedar Rapids & Northern	15,680	17,648	33,328	.....	21,818	299,461	13.07	3.05	.....	2.19	.....
Chicago, Clinton, Dubuque & Minnesota	15,840	19,000	34,840	142,296	18,021	348,135	19.31	3.00	3.80	1.80	1.10
Caledonia, Mississippi & Western	19,440	21,384	40,824	.....	6,321	116,600	18.44	3.90	3.90	6.05	5.05
Total	1,915,591	4,183,465	6,118,776	.....	1,934,406	77,145,888	38.88	.....	.....	.....	.....

* Estimate. Includes S. C. & St. Paul and St. P. Stillw. & T. F. † The through rate is the average of through and local where no local is given.

Railroad Lands—Acres sold and contracted to be sold, and Receipts from Sales, Contracts, Stumpage, etc.

	Acres of Grant.		Sales and contracts, year ending June 30, 1880.		Sales and contracts in 5 months end. Nov. 30, 1880.		Sales and contracts in all years to June 30, 1880.		Average Price.	
	Received.	*To inure*	*Acres.*	*Receipts.*	*Acres.*	*Receipts.*	*Acres.*	*Receipts.*	*Now.*	*Dur'ng Year.*
Minnesota Central	173,000.00	.....	2,737.40	$ 93,493 39	993.02	$16,308 24	151,431.55	$ 831,695 94	.....	.....
St. Paul & Chicago	408,482.96	62,453.45	10,864.66	16,720 78	18,402.37	18,701 73	21,097.38	77,567 65	.....	.....
Hastings & Dakota	313,051.59	50,000.00	9,687.38	16,510 25	9,090.66	27,953 28	20,854.91	32,050 00	.....	.....
Southern Minnesota	373,212.90	Unknown.	6,041.97	6,365 85	1,704.59	1,753 60	237,074.00	784,829 06	$ 7 09	6 00
St. Paul & Sioux City	854,268.85	73,440.00	19,571.04	155,760 50	5,430.41	33,323 56	312,749.61	1,778,378 32	6 50	6 50
Sioux City & St. Paul	231,145.94	.....	24,288.02	150,649 18	11,531.00	74,685 66	102,945.57	691,746 98	6 50	6 50
St. Paul, M. & M	2,296,802.32	1,551,197.68	268,741.02	306,864 21	39,257.87	138,872 84	739,737.19	4,784,959 56	4 50	4 00
St. Paul & Duluth	1 441,289.73	245.110.27	11,031.09	26,835 25	2,211.00	5,179 47	179,053.22	1,325,473 23	2 75	2 85
Stillwater & St. Paul	65,113.64	None.	1,424.29	4,100 00	357.39	1,499 20	12,862.01	46,604 20	.....	.....
St. Paul, Stillwater & T. F	44,246.47	.....	2,480.00	17,735 00	400.00	2,400 00	9,064.73	31,422 20	6 00	5 57
Winona & St. Peter	1,676,928.96	Unadjusted.	108,707.53	216,603 47	99,720.56	171,180 01	239,713.71	778,705 87	4 00	3 13
Northern Pacific	990,619.30	1,946,980.70	15,457.00	41,676 00	15,591.00	39,667 00	406,776.81	2,398,355 42	3 00	3 12
*Western	290,830.00	95,570.00	.....	.....	.....	.....	19,819.46	26,146 59	1 25 to 8 00	3 00
N. P. and St. P., M. & M. in dispute	413,800.00	Unknown.	25,920.20	122,054 66	9,652.49	49,556 02	69,127.72	190,395 29	.....	.....
Total	9,572.792.66	.....	508,951.60	1,175,368 54	214,342.36	581,080 61	2,522,307.87	$13,778,330 31	.....	.....
Winona & St. Peter Barney contract							317,061.26			
							2,839,369.13			

* Report for year ending Dec. 31, 1879; no statements for 1880.

Stock and Debt Statement for the Year Ending June 30, 1880.

	STOCK.				DEBT.				Minnesota Proportion of Stock and Debt.	
	Common.	*Preferred.*	*Total.*	*Minn. Pro.*	*Bonds.*	*Floating D.*	*Total.*	*Minn. Pro.*	*Total.*	*Per Mile.*
Chicago, Milwaukee & St. Paul.	$ 15,404,261	$ 12,279,483	$ 27,683,744	$ 4,279,500	$ 49,575,500	.....	49,575,500	7,354,500	$ 11,634,000	.....
Southern Minnesota	1,784,200	.....	1,784,200	1,784,200	4,639,900	.....	4,639,900	4,639,900	6,424,100	.....
" " Extension	150,000	.....	150,000	110,000	1,170,000	.....	1,170,000	1,170,000	1,280,000	.....
Central	381,900	319,700	701,600	701,600	600,000	20,000	620,000	620,000	1,321,600	33,040
St. Paul & Sioux City†	4,600,000	4,600,000	9,200,000	7,159,075	4,600,000	1,069,954	5,669,954	4,412,136	11,571,211	28,487
Northern Pacific	49,000,000	51,000,000	100,000,000	10,155,555	3,881,834	1,404,967	5,286,801	No bonds.	10,155,555	.....
Western	100,000	.....	100,000	100,000	600,000	.....	600,000	600,000	700,000	11,666
St. Paul, Minneapolis & Manitoba	15,000,000	.....	15,000,000	15,000,000	16,324,900	.....	16,324,900	16,324,900	31,324,900	47,750
St. Paul & Duluth	4,055,327	4,736,007	8,791,334	8,791,334	No debt	not cover'd	by acc. re-	ceivable.	8,791,334	54,269
Stillwater & St. Paul	.....	.....	.....	.....	371,000	.....	371,000	371,000	371,000	.....
Winona & St. Peter	400,000	.....	400,000	352,905	8,510,500	1,557,322	10,067,822	8,998,611	9,351,516	30,633
Winona, Mankato & New Ulm	100,000	.....	100,000	100,000	.....	74,427	74,427	74,427	174,427	46,513
Minnesota Valley	*15,000	.....	15,000	15,000	150,600	.....	150,000	150,000	165,000	6,762
Rochester & Northern Minnesota	*15,000	.....	15,000	15,000	200,000	33,907	233,907	233,907	248,907	10,167
Chatfield	*6,250	.....	6,250	6,250	165,000	.....	165,000	165,000	171,250	14,943
Plainview	*6,260	.....	6,260	6,260	100,000	.....	100,000	100,000	106,250	7,079
Chicago & Dakota	15,000	.....	15,000	15,000	690,000	.....	690,000	690,000	705,000	15,197
Minneapolis & St. Louis	2,000,000	.....	2,000,000	2,000,000	2,405,000	495,818	2,900,818	1,926,234	3,926,234	32,448
Minneapolis & Duluth	183,500	.....	183,500	183,500	280,000	.....	280,000	280,000	463,500	
Burlington, Cedar Rapids & Northern.	10,000,000	.....	10,000,000	266,638	7,106,000	168,413	7,274,413	154,490	421,128	33,528
Chicago Clinton Dubuque & Minnesota	6,151,440	.....	6,151,440	736,327	.....	1,055,000	1,055,000	126,283	862,610	34,642
Total	$ 109,368,138	$ 72,935,190	$ 182,303,328	$ 51,778,144	$ 101,369,634	$ 5,879,808	$ 107,249,442	$ 48,391,388	$ 100,169,532	

†Includes St. Paul, Stillwater & Taylors Falls and Sioux City & St. Paul. *Stock paid up.

RAILROAD TAXES

For the Years 1878 *and* 1879 *and Totals for first Sixteen Years.*

	1878.	1879.	Total for first 16 years.
Winona & St. Peter	$ 24,794 70	$ 26,420 34	$ 205,517 13
St. Paul, Minneapolis & Manitoba	46,775 92	64,754 51	282,921 63
St. Paul & Sioux City	24,076 04	25,846 66	157,899 71
Southern Minnesota	19,291 09	18,559 47	138,362 53
St. Paul & Duluth	8,563 64	16,801 24	96,643 73
Minneapolis & St. Louis	8,104 70	9,410 82	31,631 02
Northern Pacific	15,360 95	27,381 58	89,857 11
Chicago, St. Paul & Minneapolis	2,087 13	2,763 58	13,090 63
St. Paul, Stillwater & Taylors Falls	1,558 32	1,654 22	7,668 34
Chicago, Clinton, Dubuque & Minnesota	556 43	621 91	2,752 50
Central Railroad of Minnesota	990 99	855 25	3,176 37
Burlington, Cedar Rapids & Northern	313 91	349 05	797 66
Minnesota Valley	51 46	106 66	158 12
Rochester and Northern Minnesota	26 72	123 15	149 87
Plainview	23 27	96 14	119 41
Chatfield	2 09	47 63	49 72
Chicago, Milwaukee & St. Paul	47,593 76	53,487 22	394,829 78
Chicago & Dakota (first 4 months)	.....	75 56	75 56
	$200,171 12	$249,354 99	$1,425,700 82

Winona & St. Peter includes Winona, Mankato & New Ulm. St. Paul & Sioux City includes Sioux City & St. Paul and Worthington & Sioux Falls and branches. Chicago, Milwaukee & St. Paul embraces the Iowa & Minnesota Division, Hastings & Dakota Division, River Division and the Midland Road or Wabasha Division. The St. Paul, Minneapolis & Manitoba embraces all former lines of the St. Paul & Pacific companies.

ACCIDENTS.

In the following summary af reported accidents during the year, those from causes beyond the person's own control are in columns numbered 1, and those from the person's own lack of caution in columns numbered 2; killed in columns K; injured in I.

	PASSENGERS.		EMPLOYEES.				OTHERS.			Total.	
	1	2	1		2		1	2			
	K.	I.	K.	I.	K.	I.	K.	K.	I.	K.	I.
Chicago, Milwaukee & St. Paul	6	....	3	11	2	29	...	3	5	14	45
Southern Minnesota	....	....	...	1	1	3	...	3	...	4	4
Ch. Cl. Dubuque & Minnesota	....	....	...	...	...	4	...	...	...	..	4
W. & St. P. and branches	....	....	...	3	4	14	...	3	2	7	19
St. P. Minneapolis & Manitoba	....	....	...	1	7	3	2	4	...	13	4
St. Paul & Sioux City	....	....	1	...	...	6	...	...	1	1	7
Minneapolis & St. Louis	....	1	1	21	1	5	...	3	3	5	30
St. Paul & Duluth	....	....	...	6	...	...	...	2	...	2	6
Northern Pacific	....	....	...	...	...	4	...	1	...	1	4
Chicago, Minneapolis & St. Paul	....	....	...	...	...	4	...	...	...	..	4
Burlington, Cedar Rapids & North.	....	....	..1	...	...	...	...	...	...	1	...
	6	1	6	43	15	72	2	19	11	48	127

RAILROAD ACCEPTANCES ON FILE IN THE CAPITOL.

In Secretary of State's Office.

ST. PAUL UNION DEPOT COMPANY.

June 11, 1880. Accepting act of the Legislature relative to taxation, approved March 10, 1873, entitled, "An Act, providing for the collection of taxes from the St. Paul, Stillwater & Taylor's Falls Railroad Company and other railroad companies.

CALEDONIA, MISSISSIPPI & WESTERN RAILROAD COMPANY.

Oct. 18, 1880. Accepting act of the Legislature entitled, "An Act, providing for the collection of taxes from the St. Paul, Stillwater & Taylor's Falls Railroad Company and other railroad companies, approved March 10, 1873.

RAILROAD COMPANIES ORGANIZED UNDER THE GENERAL LAWS, THAT HAVE FILED ARTICLES IN THE OFFICE OF THE SECRETARY OF STATE IN 1879.

(For older organizations, see Railroad Commissioner's Report for former years.)

AUSTIN & MANKATO RAILROAD COMPANY.

Articles filed.—January 28, 1880.
Object of Corporation.—The surveying, locating, building and construction of a single or double track railroad from some point on the south line of the State, in the county of Mower, by the way of Austin, in said county, to the city of Mankato, in the county of Blue Earth.
Capital.—$2,000,000.00.
Place of Business.—Mankato.
Corporators.—John A. Willard, John C. Wise, J. H. Baker, H. Cummins, H. Foster, W. H. Officer, H. W. Page, E. O. Wheeler, C. A. Gilman, N. P. Clark.

BARNESVILLE & MOORHEAD RAILWAY COMPANY.

Articles filed.—August 10, 1880.
Object of Corporation.—The construction, building, equipment and the operation of a railway from a point on the branch line of the St. Paul, Minneapolis & Manitoba Railway, at or near Barnesville, Clay county, Minn., running thence to Moorhead, in said Clay county, Minnesota.
Capital,—$200,000.
Place af Business.—St. Paul.
Corporators.—R. B. Angus, J. J. Hill, A. B. Stickney, E. Sawyer and R. B. Galusha.

COMO RAILWAY COMPANY.

Articles filed.—March 30, 1880.
Object of Corporation.—The surveying, locating, constructing, owning, maintaining and operating a railway and telegraph line, with all necessary warehouses, side tracks, turn tables, shops and stations, and all other convenient appurtenances to said railway, from some place at or near some central point within the city limits of St. Paul, to a point at or near Lake Como, in said city, in the county of Ramsey, and State of Minnesota.
Capital.—$50,000.
Place of Business.—St. Paul.
Corporators.—A. K. Barnum, R. H. Dougan, Ed. A. Hemenway, H. J. Hamm, Thos. L. Kerr.

DUBUQUE, ST. PAUL & MINNEAPOLIS RAILROAD COMPANY.

Articles filed.—January 13, 1880.

Object of Corporation.—The construction, maintenance and operation of a railroad for the conveyance of freight and passengers from the cities of St. Paul and Minneapolis through the counties of Hennepin, Ramsey, Dakota, Goodhue, Dodge and Mower, to the south boundary line of the State of Minnesota, with a branch or branches from any point on the main line of said proposed railroad to any other point or points in the State of Minnesota.

Capital.—$3,000,000.

Place of Business—Minneapolis.

Corporators—Robert S. Innes, Alfred G. Wilcox, John G. Wolley, Chas. A. Winship, Samuel P. Snider.

LAKE SUPERIOR & RED RIVER VALLEY RAILROAD COMPANY.

Articles filed.—December 23, 1879.

Object of Corporation.—The surveying, locating, building and construction of a single or double track railroad from the State line between the State of Minnesota and the State of Wisconsin, at some feasible point in township No. 48, of range 15, west of the fourth principal meridian, in a general northwesterly direction by the most feasible route, by way of the mouth of the Cloquet river, in St. Louis county, lake Winnebagoshish, Cass lake and Searle lake, in Cass and Itasca counties, and Red Lake Falls, Crookston, in Polk county, to Red River of the North, in or near township No. 149, of range 49, in said county of Polk, Minnesota.

Capital.—$5,000,000.

Place of Business.—City of Crookston.

Corporators.—Morris R. Brown, Thomas C. Shapleigh, Frank Ives, John Friederich, A. Yvernault, Geo. Crocker, E. B. Ellsworth, J. Gervais, Wm. M. Ross, James Bardon, I. W. Gates.

MINNEAPOLIS, SHAKOPEE & MINNESOTA VALLEY NARROW GAUGE RAILROAD COMPANY.

Articles filed.—February 13, 1880.

Object of Corporation.—The surveying, locating, building and construction of a single or double track railroad from some point in or near the city of Minneapolis, in Hennepin county, thence south through the towns of Minneapolis, Richfield, Bloomington and Eden Prairie, in said county, to the city of Shakopee, in the county of Scott, with a branch line southward through the counties of Scott and Rice, and the main line extending westward through the counties of Carver, Sibley and Nicollet.

Capital.—$200,000.

Place of Business.—Minneapolis.

Corporators.—H. D. Cunningham, G. A. Burbank, F. Peteler, A. P. Thompson, Samuel Anderson, P. F. Ritchie, Sever Ellingson, James Clark, J. K. Sidle, H. C. Sidle, S. E. Neiler, Geo. R. Newell, J. C. Oswald, N. B. Harwood, E. B. Andrews, C. H. Pettit, Wm. F. Cahill, C. McC. Reeve, Geo. H. Morrison, Thos. Lowry, J. Dean, C. T. Hobart, F. S. Hinkle, Geo. A. Pillsbury, A. Kelly, C. H. Clarke, C. B. Terrell.

RED RIVER NORTHERN RAILWAY COMPANY.

Articles filed.—April 14, 1880.

Object of Corporation.—The surveying, locating, building and construction of a railroad from some point in or near the town of Barnesville, in Clay county, thence northwesterly to some point at or near the state boundary line in the village of Moorhead, in said county, thence northward.

Capital.—$50,000.

Place of Business—Moorhead.

Corporators.—S. G. Comstock, H. G. Finkle, A. A. White, W. H. Davy, F. J. Burnham, P. H. Lamb, Jas. H. Sharp, John Kurtz, H. F. Miller, A. J. Harwood, John Erickson, S. G. Roberts.

STILLWATER & HASTINGS RAILWAY COMPANY.

Artictes filed.—April 2, 1880.

Object of Corporation.—The building, maintaining and operating of a railway or railways from Stillwater, in the county of Washington, in the State of Minnesota, to Hastings, in the county of Dakota, in the State of Minnesota.

Capital.—$1,000,000.

Place of Business.—Stillwater.

Corporators.—D. M. Sabin, Chas. N. Nelson, E. W. Durant, H.W. Cannon, R. F. Hersey, James S. Anderson, Isaac Staples, I. H. Elward, E. S. Hospes, Fayette Marsh. John C. Nelson, David Bronson, J. H. Townshend, E. McKean, S. H. Patterson. L. A. Huntoon, John McKusick, Saml. Mathews, John C. Higgins.

ST. CLOUD & LAKE TRAVERSE RAILWAY COMPANY.

Articles filed.—May 1st, 1880.

Object of Corporation—The construction, building, equipment and operation of a railway from a point on the branch line of the St. Paul, Minneapolis & Manitoba Railway between the city of St. Cloud and the town of Alexandria, in the State of Minnesota, to a point on the western boundary of said state, between Big Stone Lake and Lake Traverse.

Capital.—$1,500,000.

Place of Business.—St. Paul.

Corporators.—R. B. Angus, N. W. Kittson, J. J. Hill, R. B. Galusha, Ed. Sawyer.

RAILROAD COMPANY REPORTS,

FOR THE

YEAR ENDING JUNE 30, 1880.

Gauge of Railroads in operation June 30, 1880, four feet eight and one-half inches, except Midland R'y, 59 miles, and Caledonia, Mississippi & Western, 58.71 miles, which are three feet gauge.

WINONA & ST. PETER RAILROAD COMPANY.

Including characteristics of and operations on the Winona, Mankato & New Ulm; Minnesota Valley; Rochester & NorthernMinnesota; Plainview; Chatfield; and Chicago & Dakota Railroads.

OFFICERS.

Albert Keep, President.....Chicago, Ill.
M. L. Sykes, 1st Vice-President and Treasurer.....New York, N. Y.
S. O. Howe, Secretary.....New York, N. Y.
B. C. Cook, Solicitor.....Chicago, Ill.
M. Hughitt, General Manager.....Chicago, Ill.
E. H. Johnson, Chief Engineer.....Chicago, Ill.
W. A. Thrall, General Ticket Agent.....Chicago, Ill.
C. G. Eddy, General Freight Agent.....Chicago, Ill.
J. B. Redfield, Auditor.....Chicago. Ill.
C. E. Simmons, Land Commissioner.....Chicago. Ill.

The foregoing general officers are officers of the Chicago & Northwestern Ry. Co., which is the operating company, and the general offices. located in Chicago, are the same as those of the Chicago & Northwestern Ry. Co.

Local General Officers—

S. Sanborn, Superintendent, office at Winona.
H. R. McCullough, Division Freight Agent, office at Winona.

Directors—

Albert Keep	Chicago, Ill.	M. L. Sykes	New York, N. Y.
J. H. Howe	Kenosha, Wis.	Augustus Schell	New York, N. Y.
David Dows	New York, N. Y.	W. L. Scott	Erie, Pa.
A. G. Dulman	New York, N. Y.	J. B. Redfield	Chicago, Ills.
M. Hughitt	Chicago, Ill.		

Executive Committee, Messrs. Keep, Sykes and Hughitt.
Annual Election—1st Thursday in June.
Person to address concerning this report, B. C. Cook.

CAPITAL STOCK, DEBT, ETC.

Common stock issued	$ 400,000 00
Proportion for Minnesota	352.905 00
1st mortgage bonds, due Jan. 1, 1887, 7 per cent. interest	2,719,000 00
2d mortgage bonds, due Nov. 1, 1907, 7 per cent. interest	1,610,000 00
Extension mortgage bonds, due Dec. 1, 1916, 7 per cent. interest.	4,181,500 00
Total bonded debt	$ 8;510,500 00
Floating debt, due Chicago & Northwestern Ry. Co	1,557,322 00
Proportion for Minnesota of debt	8;998,611 00
Total stock and debt	10,467,822 00
Amount per mile of road (327 miles)	30,633 00

Cost of road, $10,692,720, or $32,699 per mile of the 327 miles.

CHARACTERISTICS OF ROAD.

Length—

	Whole length.	Minnesota.
Winona & St. Peter R. R., Winona to Lake Kampeska	327.00	288.50
Rochester & Northern Minnesota Ry., Rochester to Zumbrota.	24.48	24.48
Plainview R. R., Plainview Junction to Plainview	15.01	15.01
Chatfield R. R., Chatfield Junction to Chatfield	11.46	11.46
Winona, Mankato & New Ulm Ry., Mankato J. to Mankato.	3.75	3.75
Minnesota Valley Ry., Sleepy Eye to Redwood Falls	24.40	24.40
Chicago & Dakota Ry., Tracy to Dakota line	46.39	46.39
Dakota Central Ry., Dakota line to DeSmet	71.40	.....
Total of main line and branches, miles	523.89	413.99
Additional sidings	43.60	38.38
Miles of steel rail	195.30	118.70

Stations—In Minnesota 49, and 4 common points.

Bridges and Trestles—30 wooden bridges, aggregating 2,553 feet; 2 iron bridges, 726 feet; 3 combination bridges, 326 feet, and 422 wooden trestles, 53,802 feet.

Fences—242½ miles of wire; 201½ of board; and 38.06 miles of snow fences.

Railroad Crossings at grade.—C. M. & St. P., near Winona and at Owatonna; St. P. & S. C., between Kasota and Mankato; and M. & St. L., at Waseca.

Equipment—

	W. & St. P.	D. C.	C. & D.
Locomotives of 30 to 40 tons	10	6	...
Locomotives of 20 to 30 tons	17	4	5
Passenger cars	7	.....	...
Express and baggage cars	2	2	1
Box freight and stock cars	893	1,000	150
Flat and coal cars	133	100	...
Other cars	2	4	2

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage—

Passenger trains	285,468
Freight and mixed trains	1,120,517
Total number of train miles in Minnesota	1,405,985
Empty car mileage	3,334,762

Speed of trains, miles per hour—Express passenger, 25; accommodation, 20; freight, 15.

Average rates.—3.39 cents per mile for passenger, and 1.83 cents per ton per mile for freight.

Tonnage—

	Tons.
Grain	204,343
Flour and meal	38,998
Provisions	1,866
Animals	2,352
Lumber	29,528
Other forest products	9,225
Stone, brick, lime, cement, sand, &c	3,420
Coal	368
Merchandise and other articles	15,299
Total	305,399

Passengers.—Number carried, 192,517; number carried 1 mile or passenger mileage, 9,093,725; average distance traveled by each, 47.24 miles.

Fuel consumed.—4,635 cords of wood, and 47,899 tons of coal.

Freight hauled.—About 6 tons per car, and 66 tons per train.

EARNINGS AND EXPENSES.

Gross earnings—

	Whole Road.	Minnesota.
Freight	$ 686,319 24	$ 666,113 40
Passengers	308,730 21	298,570 65
Mails	25,241 53	
Express	7,846 51	48,823 08
Miscellaneous	18,887 06	
Total	$ 1,047,024 55	$ 1,013,507 13

Operating expenses—

Repairs of engines and tenders	$ 57,765 36
Repairs of cars	48,587 39
Repairs of buildings	21,841 64
Repairs of fences, gates and crossings	16,011 60
Repairs of bridges and culverts	131,738 45
Repairs of track	326,386 87
Repairs of tools and machinery	12,725 28
Fuel used by locomotives	179,395 60
Fuel and lights used in cars and at stations	13,757 94
Oil and waste used	9,568 44
Office and station furniture and expenses	3,299 65
Furniture and fixtures for cars	1,299 27
Foreign agents	1,485 74
Advertising	1,649 24
Stationery, printed blanks, tickets, &c	3,989 86
Enginemen, firemen and wipers	104,005 80
Conductors, baggagemen and brakemen	66,444 77
Laborers and switchmen at stations	39,564 26
Agents and clerks at stations	68,018 68
Superintendence	3,400 00
Rents	826 67
Loss and damage	4,244 75
Injury to persons	4,364 02
Teaming freight, baggage and mails	855 21
Miscellaneous expenses	3,250 87
Car hire paid over amount received	142 40
Total	$ 1,124,619 76

In Minnesota were earned 96.78 per cent. of the gross earnings of the whole road.

Ratio of passenger to freight earnings, as 1 to 2.22.

Average in Minnesota of gross earnings per mile of road (average 400 miles operated for the year), $2,534.76.

The operating expenses in Minnesota were about $1,074,902.65.

Average of the same per mile operated, $2,662.50.

In addition to operating expenses, the following payments were made in the year, applicable to the whole road: Taxes, $27,433.47; construction, $72,756.90; right of way, etc., $1,699.25; total, $737,874.62.

GENERAL BALANCE JULY 1, 1880.

Assets—		
Cost of road and equipment	$ 10,692,720	93
Trustees of sinking fund	69,000	00
Income account (loss in operating)	94,151	90
	$ 10,855,872	83
Liabilities—		
Capital stock	$ 400,000	00
Funded debt (bonds outstanding)	8,510,500	00
Redemption of bonds	191,000	00
Bonds in sinking fund	73,500	00
Sinking funds paid	69,000	00
Unfunded debt (due C. & N.-W. Ry.)	1,557,322	35
Land grant account	54,550	48
	$ 10,855,872	83

REGULATIONS, UNITED STATES MAILS, ETC.

At railroad crossings employees are instructed to bring trains to full stop before crossing the track of another company. At highway crossings engineers are required to sound whistle 80 rods from crossing and ring the bell.

Use Miller platform and coupler. Westinghouse air brake.

U. S. Mail, June 30, 1880.

The terms of service have been as follows:

Route.	Termini.	Miles.	Amount per annum.
26,015	Winona to { St. Peter / Mankato }	144.26	$ 7,893.36
26,014	St. Peter to Marshall	109.66	3,124.65
26,014	Marshall to Gary	40.97	1,793.25
26,014	Gary to Watertown	34.00	Not fixed.
26,023	Redwood Junction to Redwood Falls.	26.67	Not fixed.
26,024	Eyota to Plainview	16.28	Not fixed.
26,024	Eyota to Chatfield	11.72	Not fixed.
26,025	Rochester to Zumbrota	26.00	Not fixed.

LANDS.

Acres received of grant	1,676,928
Acres to inure	Unadjusted.
Acres sold and contracted to be sold, year ending June 30, 1880	108,707
Receipts from lands, year ending June 30, 1880	$216,603
Acres sold and contracted to be sold, July 1 to Dec. 1, 1880	99,721
Receipts from lands, July 1 to Dec. 1, 1880	$171,180
Acres sold and contracted to be sold in all years to June 30, 1880	239,713
Receipts from lands in all years to June 30, 1880	$778,705
Average price per acre during the year	3 13
Average price per acre at which now offered	4 00

The foregoing is exclusive of 317,061 acres deeded under the Barney contract.

ACCIDENTS.

In 1879—

Fred Walling, Aug. 25, Sleepy Eye, fell from top of car, killed.
John Lynch, Aug. 29, Stockton, climbing on moving train, injured.
Wm. Hill, Oct. 2, Rochester, asleep on track, injured.
Ole Elfson, Oct. 4, Tracy, intoxicated, driving on railroad track, killed.
Wm. Becker, Oct. 10, Medary Creek, fell from bridge, injured.
Unknown, Oct. 15, Marshall, stealing a ride, injured.
W. H. Seymour, Dec. 17, St. Peter, fell from top of train, killed.
T. Burns, Dec. 29, Janesville, coupling cars, injured.

In 1880—

Peter Byrne, Jan. 10, Sleepy Eye, caught between engine and car, killed.
Wm. Ebell, Jan. 22, Winona, team ran away, killed.
Wm. Burns, Jan. 31, Winona, blown from bridge, injured.
R. Harding, Feb. 24, Sleepy Eye, coupling cars, injured.
T. Madden, Feb. 28, Mankato, fell from car, injured.
A. Peterson, March 5, Dover, in getting off train, fell, injured.
C. D. Essler, March 13, St. Peter, struck by "block and tackle," injured.
W. H. Burcher, March 15, Waseca, caboose jumped track, injured.
W. Archer, April 5, Kasota, coupling cars, injured.
C. L. Harvey, April 14, St. Peter, threw himself under freight train, killed.
F. Miller, April 28, Dover, unloading timber, foot slipped, injured.
F. E. Strogos, May 7, Courtland, coupling cars, injured.
T. Hogan, May 7, Courtland, coupling cars, injured.
Wm. Daley, May 21, Cambria, jumped off ahead of cars, fell and run over, killed.
J. A. Groves, May 25, Sleepy Eye, coupling cars, injured.
Chas. White, May 28, New Ulm, knocked off cars by eaves of elevator, injured.
C. Sheets, May 19, Winona, coupling cars, injured.
H. J. Watson, June 17, Winona, engine went down embankment, injured.

In addition to the foregoing, the following supplementary reports have been made concerning organization, capital stock and debt of the branch road companies, viz.:

ROCHESTER & NORTHERN MINNESOTA RAILWAY COMPANY.

OFFICERS.

M. Hughitt, 1st Vice-President. J. B. Redfield, Secretary; M. M. Kirkman, Treasurer, and other general officers the same as of the W. & St. P. R. R. Co.

Directors.—Albert Keep, M. Hughitt and J. B. Redfield, of Chicago; M. L. Sykes, of New York, and J. V. Daniels, of Rochester. Messrs. Keep, Hughitt and Redfield are the executive committee. The annual election is on the 1st Thursday in June.

CAPITAL STOCK, DEBT, ETC.

Common stock issued	$ 300,000 00
All sold to the C. & N. W. Ry. Co. at par—5 per cent. or $15,000 paid up.	
First mortgage bonds, due Sept. 1, 1908, 7 per cent. annual int.	$ 200,000 00
Floating debt	33,907 00
Total of debt and paid up stock	248,907 00
Amount of same per mile of road	10,167 77

The foregoing represents the cost of the road.

PLAINVIEW R. R. CO.

Officers the same as of the R. & N. M. Ry. Co.

Directors.—Messrs. Keep, Hughitt, and Redfield, of Chicago, and G. W. Van Dusen, of Rochester, and H P. Willson, of Plainview. The executive committee are Messrs. Keep, Hughitt and Redfield. Annual election on the first Wednesday in Jnne.

The stock issued is $125.200, common, all sold to the C. & N. W. Ry. Co. at par, 5 per cent. or $6,260 being paid up. Bonds $100,000, first mortgage, due Sept. 1, 1908, 7 per cent. annual interest. Total of paid up stock and debt, $106,260, or $7,079.28 per mile of road. The cost of the road was $96,343, or $6,418 per mile.

CHATFIELD R. R. CO.

Officers the same as of the R. & N. M. The directors are Albert Keep, M. Hughitt, J. B. Redfield, B. C. Cook, M. M. Kirkman and C. C. Wheeler, all of Chicago; M. L. Sykes, of New York; S. Sanborn, of Winona; and I. F. O. Farrall, of Chatfield. The exccutive committee are Messrs. Keep, Hughitt and Redfield. Date of annual election, 2d Tuesday in January.

CAPITAL STOCK, DEBT, ETC.

Common stock issued, $30,000, all owned by the C. & N. W. Ry. Co.; 250 shares were sold to that company at par, 5 per cent. or $1,250 being paid up, and 50 shares were issued to town of Jordan for $5,000 of town bonds.

The bonded debt, 6 per cent. 1st mortgage bonds, due Oct. 1, 1929, is $165,000. Total of bonds and paid up stock $171,250, or $14,943.20 per mile of road. The cost of the road was $65,769.41. or $5,739 per mile.

WINONA, MANKATO & NEW ULM RY. CO.

M. L. Sykes, Secretary. All other officers the same as the Winona & St. Peter. Directors, Albert Keep, J. B. Redfield and H. H. Porter of Chicago, and M. L. Sykes, of New York. Annual election on 1st Monday in August.

CAPITAL STOCK, DEBT, ETC.

The common stock issued, owned by the C. & N. W. Ry. Co., that bought it at par, is $100,000. There is a floating debt of $74,427.24 due the C. & N. W. Ry. Co., being stock and debt equal to $46,513.93 per mile of the road.

MINNESOTA VALLEY RY. CO.

Officers the same as of the R. & N. M. Ry. Co. Directors, Albert Keep, M. Hughitt and J. B. Redfield, of Chicago, who are also the executive committee, W. F. Dickenson, of Redwood Falls, and Thos. Wilson, of Winona. Annual election on the first Thursday in June.

CAPITAL STOCK, DEBT, ETC.

The common stock issued, $300,000.00, was sold to the C. & N. W. Ry. Co. at par, the paid up amount being 5 per cent., or $15,000. First mortgage bonds, due Oct. 1, 1908, 7 per cent. annual interest, have been issued to the amount of $150,000. Bonds and paid up stock per mile of the road, $6,762.30.

CHICAGO & DAKOTA RY. CO.

Officers the same as of the Winona & St. Peter, except that M. L. Sykes, of New York, is Secretary. Directors, Albert Keep, M. Hughitt and J. B. Redfield, of Chicago, M. L. Sykes, of New York, and Thos. Wilson, of Winona. Executive committee, Messrs. Keep, Hughitt and Redfield. The annual election is first Thursday in June.

CAPITAL STOCK, DEBT, ETC.

Common stock issued, all for Minnesota, $300,000, sold to the C. & N. W. Ry. Co. at par, the amount paid up being 5 per cent., or $15,000. Of bonds there are $690,000 first mortgage, due Oct. 1, 1928, at 6 per cent. annual interest. Total of bonds and paid up stock $705,000, or $15,197.24 per mile of the road.

The cost of the road was $520,143.58 or $11,212.40 per mile.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

OFFICERS.

Alex. Mitchell, President	Milwaukee, Wis.
Julius Wadsworth, Vice-President	New York.
R. D. Jennings, Secretary	Milwaukee. Wis.
Jno. W. Cary, Solicitor	Milwaukee, Wis.
R. D. Jennings, Treasurer	Milwaukee, Wis.
S. S. Merrill, General Manager	Milwaukee, Wis.
W. C. Van Horne, General Superintendent	Milwaukee, Wis.
D. J. Whittemore, Chief Engineer	Milwaukee, Wis.
A. V. H. Carpenter, General Ticket Agent	Milwaukee, Wis.
Wm. G. Swan, Superintendent of Freight Traffic	Milwaukee, Wis.
Geo. Olds, General Freight Agent	Milwaukee, Wis.
Jas. P. Whaling, Auditor	Milwaukee, Wis.
Willis Drummond, Jr., Land Commissioner	Milwaukee, Wis.

General offices in Milwaukee, Wis.

Local Chief Officers for Minnesota—

J. A. Chandler, General Agent	St. Paul.
C. H. Hatheway, Contracting Agent	Minneapolis.
B. H. Langley, Division Freight Agent	Winona.
W. H. Dixon, Northwestern Passenger Agent	St. Paul.
J. M. Eagan, Supt. of Southern Minnesota Division	La Crosse, Wis.
C. H. Prior, Superintendent of River Division, Wabasha Division, Iowa & Dakota Division, Hastings & Dakota Division and Iowa & Minnesota Division	Minneapolis.

C. W. Case, Assistant Superintendent of Iowa & Minnesota and Hastings & Dakota Division.....Minneapolis.
Geo. W. Sanborn, Ass't. Sup't. of Iowa & Dakota Division..Mason City, Iowa.
F. H. Underwood, Ass't. Supt. of River Division.....St. Paul.
J. H. Lakey, Asst. Supt. of Wabasha Division.....Wabasha.

Directors—

Alex. Mitchell	Milwaukee.	S. S. Merrill	Milwaukee.
Julius Wadsworth	New York.	J. Millbank	New York.
S. Chamberlain	Cleveland.	A. R. Van Nest	New York.
Jno. M. Burke	New York.	H. T. Dickey	Newport, R. I.
Peter Geddes	New York.	J. Stillman	New York
Jno. Plankinton	Milwaukee.	J. C. Easton	Lanesboro, Minn.
David Dows	New York.		

Executive Committee—Messrs. Mitchell, Millbank, Wadsworth, Geddes and Chamberlain.

Annual election of directors—June.

Person to address concerning this report, J. P. Whaling.

CAPITAL STOCK, DEBT, ETC.

Common stock issued	$15,404,261 00
Preferred stock issued	12,279,483 00
Total of stock issued	$27,683,744 00
Proportion of stock for Minnesota	$ 4,279,500 00

Bonds—

NAME OF BOND.	When issued.	When due.	INTEREST. Rate per cent.	INTEREST. When payable.	Amount of bond.
Consolidated	1875.	1905.	7	Jan. and July.	$ 9,708,000 00
Consolidated, old issue	1874.	1904.	7	Jan. and July.	252,000 00
La Crosse Division	1863.	1893.	7	Jan. and July.	6,600,000 00
Iowa & Minnesota Division	1867.	1897.	7	Jan. and July.	3,810,000 00
Prairie du Chien Division, 1st	1868.	1898.	8	Feb. and Aug.	3,674,000 00
Prairie du Chien Division, 2d	1868.	1898.	7 3-10	Feb. and Aug.	1,315,000 00
Chicago & Milwaukee Division	1873.	1903.	7	Jan. and July.	2,500,000 00
St. Paul (or River) Division	1872.	1902.	7	Jan. and Jnly.	4,000,000 00
Iowa & Dakota Division	1869.	1899.	7	Jan. and July.	589,000 00
Iowa & Dakota Div. Extension	1878.	1908.	7	Jan. and July.	3,826,000 00
Hastings & Dakota Division	1872.	1902.	7	Jan. and July.	129,000 00
Second Mortgage	1864.	1884.	7	April and Oct.	387,000 00
Minnesota Central	1864.	1894.	7	Jan. and July.	183,000 00
Milwaukee Western	1861.	1891.	7	Jan. and July.	216,000 00
Real Estate Purchase Money	1864.	.....	7	Jan. and July.	97,500 00
Land Grant Income	1880.	1890.	7	Jan. and July.	398,000 00
Southwestern Division	1879.	1909.	6	Jan. and July.	4,000,000 00
La Crosse & Davenport Division	1879.	1919.	5	Jan. and Julv.	2,250,000 00
Southern Minnesota Division	1880.	1910.	6	Jan. and July.	891,000 00
Chicago & Pacific Division	1880.	1910.	6	Jan. and July.	2,750,000 00
Total	.....	.....	.....	.....	$47,575,500 00

No floating debt in excess of assets.

Proportion of bonded debt for Minnesota	$ 7,354,500 90
Proportion of debt and stock for Minnesota	11,634,000 00
Proportion of debt and stock per mile of road	32,865 00

Cost of Road and Equipment—

Right of way and real estate, whole road, about	$ 1,504,832 41
Construction and equipment, whole road, about	16,969,750 32
Purchase of roads, equipment, etc., whole road, about	55,362,054 55
Total	$73,836,637 28

CHARACTERISTICS OF ROAD.

Lengths of Road—

FROM.	TO.	Whole line.	Minnesota
		Miles.	*Miles.*
Milwaukee	Western Ave., Chicago	82.20	.....
Pitts., Chi. & St. Louis Junc.	Milwaukee Ave., Chicago	.40	.....
Kinnickinnic	Bay View	.75	.....
Milwaukee	La Crosse	196.39	.....
La Crosse Levee	.....	.75	.....
Watertown Junction	Madison	36.55	.....
New Lisbon	Necedah	12.86	.....
La Crosse Bridge Line	.....	1.93	.96
Bridge Junction	St. Paul	128.51	128.51
Bridge Junction	South Minnesota Junction	3.35	3.35
Milwaukee	Portage	95.08	.....
Horicon	Berlin	42.30	.....
Rush Lake	Winneconne	14.80	.....
Spring St. Junction	Schwartzburg	5.34	.....
Stock Yards	Prairie du Chien Div. Junction	.66	.....
Milwaukee	Prairie du Chien	194.40	.....
Milton	Monroe	42.90	.....
McGregor	Minneapolis	215.42	130.54
St. Paul Junction	St. Paul	5.61	5.61
Conover	Decorah	8.77	.....
Calmar	Algona	126.11	.....
Algona	Marion Junction	161.29	.....
Austin	Mason City	39.33	11.37
Wabasha	Zumbrota	59.00	59.00
Hastings	Glencoe	74.14	74.14
Glencoe	Ortonville	127.96	127.96
Sabula	Marion	86.80	.....
Farley	Springville	41.30	.....
Springville	Paralta	2.30	.....
Marion	Cedar Rapids	5.40	.....
Madison	Portage	39.00	.....
Oshkosh	Ripon	20.00	.....
Viroqua Junction	Viroqua	32.20	.....
Racine	Port Byron Junction	192.00	.....
Eagle	Elkhorn	16.50	.....
Watertown	Hampton Coal Mines	4.25	.....
Davenport	Fayette	125.60	.....
Eldridge	Maquoketa	32.30	.....
Milwaukee	Cemment Mill	1.20	.....
Marion Junction	Running Water	62.31	.....
Marion Junction	Mitchell	44.30	.....
Sioux City	Yankton	61.00	.....
Davis Junction	Sioux Falls	74.00	.....
Chicago	Byron	88.00	.....
La Crosse	Flandreau	311.00	303.00
Wells	Mankato	40.00	40.00
Fayette	Junction Iowa & Dakota Div.	25.00	.....
Libertyville	Libertyville Junction	3.00	.....
Lone Rock	Richland Center	16.00	.....
Total length	...	3,000.26	884.44

Miles of iron rail	2,331.26	754.44
Miles of steel rail	669.00	130.00
Additional track and sidings	425.00	118.00

Gauge of Road—8½ feet, except Wabasha Division, which is 3 feet.

Stations—139 in Minnesota; common points in Minnesota, 14.

Bridges and Trestles—In Minnesota, 31 wooden bridges, aggregating 4,752 feett 5 iron bridges, aggregating 992 feet, and 333 wooden trestles, aggregate length 33,655 feet.

Fences—610 miles of boards and posts, and 6 miles of wire; cost $246,286, or an average of $1.25 per rod.

Railroad Crossings at Grade—W. & St. P. at Junction near Winona, and at Owatonna; St. P. & D., and St. P., M., & M., at St. Paul; St. P. & S. C. at Shakopee; and M. & St. L. at Chaska.

Equipment—Applying to 3,000 miles of road: 344 locomotives, 141 passenger cars, 109 express, baggage and mail cars, 6,757 box freight and stock cars, 18 sleepers and parlor cars, 1,845 flat and coal, and 261 other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage in Minnesota—Of passenger trains	495,834
Of freight and mixed trains	884,884
	1,380,718
Empty freight car mileage	4,914,225

Speed of Trains—Average miles per hour—22 for express and 20 for mail and accommodation; for freight, highest 15, and 10 schedule rate.

Tariffs—Average rate per mile, 2.92 cents for passengers; 1.28 cents per ton for through and 1.78 cents for local freight.

Tonnage—

	Tons.
Grain	185,818
Agricultural products except grain	3,640
Flour and meal	165,862
Provisions	2,234
Manufactures	4,209
Animals	11,152
Lumber	75,362
Other forest products	15,919
Iron, lead and mineral products	3,619
Stone, brick, lime, cement, sand, &c	22,007
Coal	589
Merchandise and other articles	56,744
Total	547,155
Freight carried in Minnesota, but forwarded from stations in other States	354,075
Total number of tons carried in Minnesota	901,230

Passengers—Whole number carried in Minnesota, 625,152; passenger mileage, or number of passengers carried one mile, 21,180,886; average distance traveled by each passenger, 34 miles.

Fuel Consumed—29,297 cords of wood, and 31,403 tons of coal.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other grain.	Flour.	Other farm products.	Lumb'r	Other products of the forest.	Mdse. and miscellan'us freight.
Eastward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M feet.*	*Tons.*	*Tons.*
La Crescent	366	113,948	235	.....	25	10	2,015
Dakota	24,855	1,062	.....	.....	.....	.....	75
Lamoille	11,861	1,849	3,616	.....	.....	.....	17
Winona	129,275	135,159	.....	32	40	31	1,159
Minnesota City	38,034	.....	8	1	.....	.....	2
Minneiska	60,878	.....	4	.....	2	.....	30
Weaver	28,390	3,111	1	1	.....	.....	90
Kellogg	63,939	7,557	.....	1	.....	.....	24
Wabasha	239,741	117,126	67,830	3	11	.....	3,521
Read's Landing	22,405	5,336	.....	2	.....	.....	92
Lake City	127,959	104.566	20,256	241	.....	.....	1,049
Frontenac	2,034	16,114	1,825	1	16	.....	113
Red Wing	112,119	41,130	243,355	75	115	.....	8,384
Etter	15,241	.....	.....	.....	.....	.....	1
Eggleston	18,210	409	.....	.....	.....	.....	1
Hastings	203,794	27,827	62,559	31	83	.....	980
Langdon	9,229	489	10	18	.....	.....	11
Newport	337	1,434	2	.....	.....	.....	2
Saint Paul	204,890	25,923	30,445	396	3,081	1,274	14,053
East Wabasha	.....	.....	.....	.....	.....	.....	.....
Glasgow	20,543	217	.....	.....	.....	.....	25
Thielman	57,699	9,010	25	1	.....	.....	44
Tracy	2,197	.....	5	.....	.....	.....	8
Keegan	544	.....	.....	.....	.....	.....	2
Millville	70,821	9,986	.....	1	.....	.....	25
Jarrett	506	.....	.....	.....	.....	.....	.....
Hammond	65,248	5,500	1,569	.....	.....	.....	8
Zumbro Falls	19,634	9,187	.....	.....	.....	.....	20
Mazeppa	15,283	41,793	50,519	1	.....	.....	2,831
Forest Mills	9,704	9,464	11,017	.....	9	.....	537
Zumbrota	36,739	16,849	.....	12	16	56	392
Fairfield	86,497	1,018	.....	.....	.....	30	47
Prior Lake	42,522	.....	.....	.....	.....	27	9
Shakopee	8,791	489	27,891	.....	.....	10	539
Chaska	6,395	6,294	5,325	14	.....	154	11,271
Carver	.....	.....	14	.....	.....	.....	138
Benton	19,941	.....	7,517	4	5	10	70
Norwood	135,376	4,391	7,810	23	.....	.....	454
Plato	25,153	1,399	.....	7	.....	.....	43
Glencoe	197,969	15,609	6,358	109	4	203	1,654
Brownton	142,084	31,909	8	174	.....	.....	146
Stewart	83,943	22,172	13	40	.....	.....	130
Hector	80,283	26,947	.....	172	.....	.....	245
Bird Island	44,788	8,116	.....	9	.....	.....	72
Olivia	39,987	8,223	437	17	.....	.....	49
Renville	86,856	18,646	.....	18	.....	.....	258
Sacred Heart	85,111	2,940	.....	12	.....	.....	28
Minnesota Falls	23,962	.....	262	1	5	.....	4
Granite Falls	179,934	5,519	6	2	.....	.....	675
Montevideo	264,811	10,984	.....	16	.....	.....	373
Watson	65,723	455	.....	11	.....	.....	2
Milan	24,030	.....	.....	1	.....	.....	10
Appleton	141,984	2,181	1	2	1	.....	273
Odessa	7,658	.....	.....	.....	.....	.....	3
Ortonville	49,681	53	.....	1	2	.....	95
Lyle	61,995	22,188	400	.....	.....	.....	98
Leroy	151,479	12,555	2	69	.....	.....	338
Taopi	104,165	5,653	.....	13	.....	.....	154
Adams	81,361	535	.....	27	.....	.....	39
Rose Creek	110,237	41,065	.....	113	.....	.....	24
Austin	161,234	31,249	4,852	74	.....	.....	1,104
Ramsey	4,099	.....	12	2	204	.....	289
Lansing	25,688	5,245	.....	5	.....	.....	19
Blooming Prairie	119,680	17	.....	16	.....	.....	98
Aurora	19,595	1,038	.....	11	.....	.....	47
Somerset	28,100	.....	625	.....	.....	.....	2
Owatonna	10,117	.....	20,052	30	3	10	1,894
Medford	350	.....	23,883	4	.....	120	214
Faribault	11,423	.....	93,491	40	18	207	3,364
Dundas	2,785	3,732	36,075	.....	.....	.....	1,033

Commodities Shipped from Stations.—(Continued.)

STATIONS.	Wheat.	Other grain.	Flour.	Other farm products.	Lumb'r	Other products of the forest.	Mdse. and miscellan'us freight.
Eastward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M feet.*	*Tons.*	*Tons.*
Northfield	13,826	.....	68,726	2	5	21	1,065
Castle Rock	5,837	.....	.....	.....	.....	.....	13
Farmington	49,278	801	200	.....	.....	.....	75
Rosemont	44,222	.....	.....	.....	.....	.....	38
St. Paul Junction	.....	.....	.....	.....	.....	.....	2
Minneapolis	30,400	4,378	509,617	106	13,444	1,390	19,890
Mound Prairie	667	.....	.....	.....	.....	.....	.....
Houston	350	36	2,527	1	.....	.....	75
Rushford	5,471	.....	7,254	33	.....	.....	108
Hokah	.....	.....	2,463	2	.....	.....	65
Peterson	2,013	.....	.....	4	.....	.....	2
Whalan	399	589	2,471	4	.....	.....	22
Lanesboro	3,240	1,604	6,375	7	.....	.....	212
Isinours	1,557	.....	3,451	.....	.....	.....	119
Fountain	14,802	.....	250	4	.....	.....	57
Wykoff	7,617	.....	845	3	.....	.....	87
Spring Valley	12,725	1,453	.....	10	.....	.....	91
Grand Meadow	11,593	1,533	.....	1	.....	.....	41
Dexter	3,350	562	1	.....	.....	.....	16
Brownsdale	1,933	3,091	.....	.....	.....	.....	3
Oakland	4,854	518	2	.....	.....	.....	.....
Hayward	4,750	.....	.....	.....	.....	.....	.....
Albert Lea	11,887	33	.....	112	.....	.....	251
Armstrong	1,232	.....	.....	.....	.....	.....	.....
Alden	10,875	1,142	.....	7	.....	.....	4
Wells	10,403	3,120	240	18	.....	.....	92
Minnesota Lake	9,011	1,058	.....	2	.....	.....	37
Mapleton	7,055	2,776	.....	1	.....	10	12
Good Thunder	2,813	.....	.....	.....	.....	.....	16
Mankato	3,972	533	1,325	138	11	310	721
Easton	2,885	2,727	.....	2	.....	.....	3
Delavan	9,652	882	.....	9	.....	.....	12
Winnebago	6,090	4,536	2,028	5	.....	.....	436
Huntley	350	.....	.....	.....	.....	.....	.....
Fairmont	833	4,729	.....	16	.....	.....	31
Sherburn	400	1,333	.....	17	.....	.....	2
Jackson	817	1,735	2	22	.....	.....	30
Lakefield	.....	.....	.....	2	.....	.....	35
Fulda	945	.....	.....	1	.....	.....	3
Edgerton	770	.....	.....	1	.....	.....	1
Pipestone	398	602	.....	1	.....	.....	2
Total of each class	4,647,534	1,035,439	1,336,102	2,385	17,100	3,873	84,425
Total each class in tons	139,426	23,297	133,611	2,385	34,200	3,873	84,425
Westward.							
La Crescent	.....	.....	215	.....	16	96	2,442
Dakota	26	.....	.....	.....	.....	.....	23
Lamoille	10	99	154	2	.....	.....	25
Winona	185	.....	.....	.....	626	1,235	2,041
Minnesota City	14	10	.....	13	.....	.....	117
Minneiska	27,137	.....	.....	.....	25	.....	282
Weaver	1,083	7,278	1	1	5	.....	247
Kellogg	6,501	101	8	4	.....	.....	139
Wabasha	450	.....	52	13	52	.....	671
Read's Landing	.....	.....	25	8	.....	.....	189
Lake City	95,818	11,300	.....	.....	10	.....	1,092
Frontenac	54,849	.....	100	1	5	30	875
Red Wing	1,167	7,288	.....	1	2,719	60	8,590
Eggleston	430	.....	.....	.....	.....	.....	13
Etter	.....	.....	.....	.....	.....	.....	14
Hastings	69,702	10,837	381	20	2,911	7,902	2,619
Langdon	39,074	449	.....	1	.....	.....	59
Newport	1,395	.....	1	.....	.....	.....	40
Saint Paul	88,767	5,778	461	10	970	1,201	2,830
East Wabasha	345	.....	9	.....	1,460	277	870
Thielman	1,622	.....	.....	.....	.....	.....	10

Commodities Shipped from Stations.—(Continued.)

STATIONS.	Wheat.	Other grain.	Flour.	Other farm products.	Lumb'r	Other products of the forest.	Mdse. and mis-cellan'us freight.
Westward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M feet.*	*Tons.*	*Tons.*
Tracy	2,738						
Keegan	2,133						1
Millville	4,806						19
Hammond	31,934						1
Zumbro Falls	38,935						4
Mazeppa	74		80	1	10	384	49
Forest Mills						62	1
Fairfield	66	4					51
Prior Lake							13
Shakopee	7		100	20	761	21	3,412
Chaska		151			1,804	21	4,235
Carver	78						193
Benton					1		
Norwood			389		20		47
Plato	82	3		1		10	12
Glencoe	446	928	75	37	163	90	185
Brownton		644	209	30			19
Stewart			17		2		3
Hector		33		30			8
Bird Island		445		15	5		30
Olivia		533	17	10	6		17
Renville	41	1,720		10	5		17
Sacred Heart	747	3,902				10	2
Minnesota Falls			132				1
Granite Falls		1,042	27				125
Montevideo		6,863		5	304		307
Watson		444	1	1			43
Milan		531	1	2			1
Appleton	34	915	1,199	5	93		70
Odessa	8				5		2
Correll							10
Lyle		34,552		538	5		3,771
Leroy	42	1,511		72			130
Taopi		1,091		3			126
Adams		1,920		3			34
Rose Creek	8	1,427		1			60
Austin		5,834		20			427
Ramsey		51,157	62	55	5		716
Lansing	2,233	1,911					50
Blooming Prairie	46,222	8,112		34			95
Aurora	2,760	444		1			2
Somerset	2,767						3
Owatonna	667		5	17		50	1,300
Medford				11			50
Faribault	8,779	600		5	40	88	1,221
Dundas	2,000		2,079	1	25	22	133
Northfield		311		13	5		1,045
Castle Rock	2,758	3,177		1			191
Farmington	30,054	3,530	156	8	10		167
Rosemount	14,496	3,957		111			21
St. Paul Junction	35,591						1
Minneapolis		2,691		10	8,505	45	4,601
C. C. D. & M. Junction				1			98
Hokah		36					51
Mound Prairie						10	10
Houston			51	1	2	80	132
Rushford			219				57
Peterson		44				72	42
Whalan		20					44
Lanesboro		2,176	1	3			168
Isinours							4
Fountain	3		1	1			115
Wykoff				1			44
Spring Valley		2,298	100	35	1	40	156
Grand Meadow		1,324		4			55
Dexter		562		12			12
Brownsdale		3,207		1			13
Oakland							20
Hayward							1
Albert Lea			5	13			137

Commodities Shipped from Stations.—(Continued.)

STATIONS.	Wheat.	Other grain.	Flour.	Other farm products.	Lumb'r	Other products of the forest.	Mdse. and mis-cellan'us freight.
Westward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M feet.*	*Tons.*	*Tons.*
Armstrong							
Alden		20	24				23
Wells		25		15			6
Minnesota Lake				4			
Mapleton				13			1
Good Thunder				1			1
Mankato			39			240	82
Easton							10
Delavan							
Winnebago		2,111	627	2			74
Huntley		1,105					
Fairmont		44					14
Sherburn		445					10
Jackson		3,091		3			12
Lakefield					5		21
Fulda		889					11
Edgerton							1
Pipestone							50
Total of each class	619,084	200,920	7,023	1,255	20,581	12,046	47,678
Total each class in tons	18,572	4,523	702	1,255	41,162	12,046	47,678

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded	Received	Receipts.	From.	To.	Receipts.
	Tons.	*Tons.*	*Dollars.*	*No.*	*No.*	*Dollars.*
La Crescent	7,265	71,400	$ 41,360 75	2,942	2,060	$ 6,582 51
Dakota	869	106	399 41	842	837	822 04
La Moille	822	120	495 92	907	807	586 16
Homer				163	295	52 82
Winona	12,755	6,685	28,509 41	12,437	12,613	29,662 49
St. Peter Junction						
Minnesota City	1,274	148	801 72	2,713	3,367	5,652 55
Whitman					24	
Minneiska	3,007	861	2,976 50	1,633	1,563	1,986 53
Weaver	1,467	217	1,100 36	756	1,086	1,162 16
Kellogg	2,447	373	1,351 46	1,835	1,570	2,259 03
Midland Junction				1,095	1,037	556 55
Wabasha	20,962	2,680	13,786 55	4,510	5,567	7,969 52
Read's Landing	1,086	797	6,002 29	3,916	2,158	5,226 55
Kings Cooley				30	55	24 45
Lake City	13,748	4,034	20,410 89	9,419	9,164	16,107 35
Frontenac	3,323	470	1,693 60	1,902	1,493	1,975 10
Wacouta				98	217	54 95
Red Wing	51,602	15,446	47,159 18	14,943	14,983	27,477 20
Eggleston	583	24	78 42	721	638	436 23
Etter	472	17	65 00	603	598	1,394 43
Hastings	32,910	7,866	34,377 93	17,829	17,661	27,836 15
Langdon	1,560	317	670 55	1,665	1,864	1,125 66
Newport	126	299	406 27	2,037	2,691	888 67
St. Paul	40,481	121,312	502,797 40	132,491	150,986	183,736 80
East Wabasha	4,080	19,712	31,758 35	3,420	2,771	3,301 74
Glasgow	646	8	14 00	225	268	81 60
McCracken				107	150	42 50
Thielman	1,411	257	572 10	781	757	455 88
Tracy	967			324	295	155 80
Keegan	925			274	274	115 50
Millville	1,514	696	1,465 54	1,147	1,041	946 45
Jarrett	339			123	135	49 61
Hammond	2,881	1,120	1,549 56	520	452	500 45

Business and Receipts by Stations.—(Continued.)

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded	Received	Receipts.	From.	To.	Receipts.
	Tons.	*Tons.*	*Dollars.*	*No.*	*No.*	*Dollars.*
Funk				37	44	15 85
Zumbro Falls	1,988	333	1,001 69	637	699	469 73
Mazeppa	9,747	4,337	5,405 49	1,620	1,353	1,479 11
Forest Mills	2,225	653	876 06	696	500	208 48
Zumbrota	1,973	1,652	5,483 22	1,384	1,728	1,574 47
Vermilion				408	628	153 60
Auburn				82	199	38 32
Fairfield	2,748	660	1,732 15	1,392	1,239	1,260 68
Prior Lake	1,326	286	788 19	1,361	1,348	866 80
Shakopee	8,598	2,623	7,326 11	4,683	4,103	4,712 27
Chaska	20,171	5,351	15,105 76	4,156	3,904	4,727 63
Chaska Junction				99		185 80
Carver	330	354	2,016 91	1,660	1,644	1,585 02
Dahlgrem				23	154	8 27
Benton	1,446	961	2,012 04	1,211	1,243	786 42
Norwood	5,544	2,696	6,358 94	2,272	2,459	1,895 44
Plato	861	547	1,298 50	368	299	319 68
Glencoe	9,582	4,471	17,381 20	4,933	5,118	7,391 34
Brownton	5,386	2,630	7,529 97	1,041	1,250	1,226 37
Stewart	3,199	1,678	5,195 23	1,193	1,106	1,647 94
Hector	3,470	1,889	6,539 04	871	840	1,514 20
Bird Island	1,673	3,164	10,312 60	900	895	1,753 86
Olivia	1,547	1,263	5,273 48	506	445	1,064 77
Renville	3,379	1,275	5,591 09	729	830	1,275 26
Sacred Heart	2,782	1,229	4,590 64	573	666	1,050 11
Minnesota Falls	774	314	1,346 74	210	201	566 10
Granite Falls	6,351	3,914	18,384 49	2,158	2,004	5,050 15
Meyers				38	174	19 30
Montevideo	9,654	19,817	75,069 14	2,443	2,492	5,747 48
Watson	2,049	967	4,207 54	364	447	754 37
Milan	746	154	750 25	187	177	183 70
Appleton	4,990	7,177	29,979 91	1,303	1,537	3,597 83
Correll	10	1	1 07	53	52	54 70
Odessa	245	403	1,745 63	163	207	394 60
Ortonville	1,592	11,362	45,092 41	1,253	2,053	5,022 64
Lyle	7,594	3,429	10,341 09	4,385	3,566	8,751 09
Leroy	5,472	2,031	10,174 41	2,130	2,134	3,641 06
Taopi	3,572	1,127	3,763 26	1,404	1,199	1,746 92
Adams	2,599	362	1,764 95	1,233	1,078	1,803 50
Rose Creek	4,461	948	2,200 85	1,608	1,327	1,228 58
Austin	7,782	5,527	26,722 28	10,966	10,586	18,588 79
Ramsey	2,761	10,830	10,239 91	5,534	6,048	9,582 45
Lansing	1,072	388	1,151 38	566	657	683 65
Blooming Prairie	5,403	1,762	7,006 62	2,028	2,075	2,375 96
Aurora	681	23	124 77	368	381	339 24
Somerset	1,076	32	27 12	92	178	23 90
Owatonna	5,638	5,606	25,905 68	14,285	14,464	24,244 24
Medford	2,799	654	2,451 91	2,108	2,059	1,243 06
Wolcott				13	41	5 65
Faribault	15,012	9,864	42,135 52	14,826	14,152	21,080 99
Erin				29	69	11 75
Dundas	5,278	2,545	6,472 22	3,930	4,397	2,778 86
Northfield	9,461	6,345	23,772 77	11,365	11,115	13,991 56
Castle Rock	535	120	351 33	1,173	1,296	1,071 89
Farmington	2,783	2,322	6,257 89	8,396	8,140	10,310 26
Rosemount	2,020	611	1,300 93	2,500	2,901	1,844 72
Westcott				156	302	69 10
St. Paul Junction	1,070	2,366	1,385 54	4,968	5,326	2,318 62
Fort Snelling				15,734	17,211	2,433 89
Minnehaha				9,835	8,190	1,784 83
South Minneapolis				8,947	9,116	688 93
Minneapolis	121,974	54,764	230,439 57	146,413	138,630	119,391 81
do Fair Grounds				18,846	25,324	2,133 60
Union Elevator		45,328	116,259 72			
C. C. D. & M. Junction	98	34	70 54	21	23	5 73
Hokah	365	565	1,263 79	429	198	359 30
Mound Prairie	40	4	20 68	26	40	15 76
Houston	564	450	1,059 82	259	294	472 99
Money Creek				15	21	5 55
Rushford	1,110	220	1,401 17	355	261	526 98

Business and Receipts by Stations.—(Continued.)

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded	Received	Receipts.	From.	To.	Receipts.
	Tons.	*Tons.*	*Dollars.*	*No.*	*No.*	*Dollars.*
Peterson	180	49	158 78	92	53	121 26
Whalan	344	204	493 67	123	103	91 65
Lanesboro	1,210	1,002	2,504 18	460	465	898 60
Isinours	515	698	1,524 30	236	229	409 23
Fountain	646	107	460 08	256	235	605 61
Wykoff	389	137	726 49	235	206	429 56
Spring Valley	808	235	1,425 15	474	514	1,012 03
Grand Meadow	514	256	1,050 95	322	309	497 27
Dexter	166	78	348 48	179	181	192 27
Brownsdale	217	175	624 99	198	182	226 41
Oakland	178	111	296 49	86	85	94 80
Hayward	144	44	139 12	74	69	84 07
Albert Lea	871	1,291	4,567 42	1,130	1,171	1,896 25
Armstrong	37	59	175 37	42	34	43 48
Alden	389	297	839 67	265	299	274 18
Dodds				2	5	3 60
Wells	538	865	2,730 27	506	498	789 96
Minnesota Lake	338	188	688 90	136	127	142 88
Mapleton	312	256	978 33	134	140	143 63
Good Thunder	103	185	380 31	110	105	88 57
Rapidan				26	36	14 85
Mankato	1,774	301	2,314 11	477	491	772 30
Red Jacket				41	63	6 85
Easton	163	108	350 08	78	72	68 60
Delavan	330	215	989 80	200	224	357 41
Winnebago	1,114	1,048	3,889 58	557	634	1,033 49
Huntley	36	99	323 31	112	96	130 85
Fairmont	194	410	2,240 52	445	433	825 12
Sherburn	81	262	1,141 44	162	176	276 09
Jackson	201	449	2,429 39	221	232	531 53
Lakefield	67	145	590 16	67	28	135 32
Okabena				19	28	41 10
St. P. & S. C. Junction				53	102	150 45
DeForest				9	11	9 35
Fulda	63	250	1,095 39	149	141	455 97
Iona				5	19	7 35
Edgerton	27	170	846 77	81	70	199 29
Hatfield					5	
Pipestone	78	546	2,625 28	177	171	462 56
Total	547,155	505,821	$1,601,213 15	566,291	582,357	$656,906 76

EARNINGS AND EXPENSES.

Gross earnings—

	All Lines.	In Minnesota.
Freight	$ 7,616,997 75	$1,341,140 25
Passengers	2,755,067 94	665,761 64
Mails	246,789 08	
Express	214,157 61	126,598 10
Other sources	163,269 26	
Total	$10,996,281 64	$2,133,499 99

Operating expenses—

	All Lines.	In Minnesota.
Maintenance of way	$1,497,215 91	
Maintenance of buildings	119,642 53	
Maintenance of locomotives	324,105 47	
Maintenance of cars	564,686 07	
Maintenance of shop, tools and machinery	43,089 69	
Motive power and care	596,431 35	$1,352,494 48
Train employees	427,098 29	
Agents and station labor	928,135 18	
Other transportation expenses	973,793 40	
Officers' salaries, office and clerical expenses	186,288 59	
Other general expenses	638,065 11	
	$6,298,551 59	$1,352,494 48

The gross earnings in Minnesota were 19 per cent of the gross earnings of all lines.

The ratio of passengers to freight earnings of all lines was as 10 to 18.

Gross earnings per mile (average for the year 587 miles) in Minnesota, $3,634.58; per train mile, $1.55.

The operating expenses of all lines were 57 per cent of total gross earnings, and the operating expenses of lines in Minnesota 63 per cent of gross earnings in Minnesota.

Operating expenses in Minnesota (average 587 miles) per mile, 2,304.08; per train mile, $0.98.

Net earnings in Minnesota, $781,005.51; per mile, $1,330.50, and per train mile, $0.57.

The following payments in addition to operating expenses were made from earnings for all lines: Interest on bonds, $2,522,047.48; 7 per cent dividend on preferred stock, $859,563.80, and 6 per cent dividend on common stock, $924,255.56; total, $4,305,866.84.

GENERAL BALANCE ON JULY 1ST, 1880.

Assets—

Cost of road	$73,836,637 28
Bonds, stock, &c., of other roads	3,603,815 22
Stock of material on hand	813,989 91
Cash on hand	1,288,970 45
Bills receivable	13,495 59
Due from agents, other companies, &c. (Current balances.)	724,222 02
	$80,281,130 47

Liabilities—

Capital stock, preferred	$12,279,483 00
Capital stock, common	15,404,261 00
Bonds outstanding	47,575,500 00
Incumbrances assumed	6,755 00
Unpaid vouchers and pay rolls	1,009,702 25
Bills payable	195,776 08
Dividends and interest unclaimed	89,317 46
Due other companies, &c., current balances	334,893 85
Income account	3,435,441 83
	$ 80,281,130 47

REGULATIONS, MAILS, ETC.

All engines, with or without trains, are obliged to stop dead within 400 feet of all railroad crossings, and not proceed until track is clear.

Whistling posts are set 80 rods each side of public highway, and all locomotives must blow whistle at these posts and ring bell until highway is crossed.

Compensation for carrying U. S. mails is as follows:

Minneapolis to Mendota Junction, $199.42 per mile per annum; Mendota Junction to Austin, $74.56 per mile per annum; Austin to State Line near Leroy, $93.20 per mile per annum; Austin to State Line near Lyle, $65.84 per mile per annum; Mendota Junction to St. Paul, $139.54 per mile per annum; St. Paul to La Crosse, $199.42 per mile per annum: Hastings to Ortonville, $45.15 per mile per annum; Wabasha to Zumbrota, $42.75 per mile per annum; La Crosse to Jackson, $53.36 per mile per annum; Wells to Mankato, $42.76 per mile per annum.

Arrangements with express companies are as follows:

American Express Company pays on River Division $73 per day; on Wabasha Division 1½ first class rates; on Southern Minnesota Division 1½ first class rates on regular matter, first-class rates on butter, fruit, game, etc., and special rates on beer, and messenger's fare $150 per month.

U. S. Express Company pays on I. & M. Div. $71.00 per day, on I. & D. Div. $106.00 per day, and H. & D. Div. $51.50 per day.

Freight taken at depots.

ROADS OPERATED UNDER LEASE.

The Dubuque Southwestern Railway, extending from Farley to Paralta, (43.6 miles) and Marion to Cedar Rapids (5.4 miles) in Iowa is not a part of this company, but is operated under a lease. The same is true of the Minnesota Mi land Railway extending from Wabasha to Zumbrota, in Minnesota, 59 miles, the Oshkosh & Mississippi River Railway, extending from Oshkosh to Ripon, in Wisconsin, 20 miles, the Viroqua Railway, extending from Viroqua Junction to Viroqua, in Wisconsin, 32 miles, the Sioux City & Dakota Railway, extending from Sioux City to Yankton and from Davis Junction to Sioux Falls, 135 miles, and the Pine River Valley & Stevens Point Railway, extending from Lone Rock to Richland Center in Wisconsin, 16 miles; but the stock and bonds of these companies are owned substantially by the Chicago, Milwaukee & St. Paul Company.

ACCIDENTS.

A. To Person.

C. R. McCurdy, September 9, 1879, Minneapolis, coupling, collar bone broken.

Patrick Hayes, July 2, 1879, Minneapolis, unloading iron, one finger off.

Levi Hawkins, September, 27, 1879, Minneapolis, hit by telegraph pole and killed.

Thomas Dillon, September 2, 1879, St. Paul, coupling, foot jammed.

P. Dollock, August 25, 1879, St. Paul, fell from train, hip injured.

C. Woodruff, October 14, 1879, Minneapolis, hit by falling lumber, hand bruised

Edward Lawler, October 3, 1879, St. Paul, car off track, leg broken.

Perry Riggle, October 8, 1879, St. Paul, fell from car, killed.

F. Fairbanks, September 30, 1879, Northfield, coupling, hand jammed.

Jno. Hagerty, October 23, 1879, Minneapolis, coupling, thumb jammed.

Jesse St. Cey, October 22, 1879, Short Line, bank caved, head bruised.

Thomas Toole, October 22, 1879, Short Line, bank caved, leg hurt.

Geo. Hastings, October 22, 1879, Short Line, bank caved, leg hurt.

Jas. Dorg, October 11, 1879, Minneapolis, fell off freight house, hip and back injured.

H. J. Jewell, October 11, 1879, Minneapolis, fell off freight house, back injured.

Charles McDonald, October 11. 1879. Minneapolis, fell off freight house, hip and foot injured.

Peter Benson, October 30, 1879, Minneapolis, coupling, finger jammed.

C. W. Snow, November 17, 1879, Minneapolis, repairing car, two fingers mashed.

H. E. Reeves, Dec. 27, 1879, Minneapolis, coupling, arm broken.

J. C. Brennan, February 17, 1880, Medford, hit by lumber, killed.

M. Anderson, November 27, 1879, Short Line, fell from car, arm fractured.

Geo. Rice, March 7, 1880, Minneapolis, coupling, thigh bruised.

E. E. Terrell, June 7, 1880, Faribault, coupling, hand mashed.

G. Peterson, June 14, 1880, Minneapolis, coupling, hand mashed.

C. H. Cooke, June 21, 1880, Minneapolis, coupling, hip bruised.

J. Jepson, September 8, 1879, Zumbro Falls, crossing track in front of engine, killed.

E. McDermott, November 13, 1879, Wabasha, coupling, finger mashed.

W. Buffirine, January 3, 1880, Forest Mills, handling rails and finger mashed.

Chas. Lemon, July 15, 1879, Chaska, crossing rails, caught between planks and foot taken off.

E. J. Parker, September 8, 1879, Prior Lake, coupling, killed.

W. McGill. September 30, 1879, Granite Falls, car jumped track, hip fractured.

P. H Murphy, November 1, 1879, Montevideo, coupling, three fingers mashed.

Jno. Tierney, November 4, 1879, Ortonville, coupling. hip injured.

F. Horseman, December 9, 1879, Appleton, coupling, one finger split.

Jno. Foster, December 22, 1879, Bird Island, coupling, two fingers hurt.

Martin Bell, February 25, 1880, Chaska, fell from car, killed.

Geo. Studner, January 25, 1880, Chaska, fell on trestle, hip bruised.

C. H. Green, April 3, 1880, Chaska, coupling, body squeezed.

A. Shultz, May 8, 1880, Ortonville, coupling, foot injured.

S. Doyle, June 2, 1880, Bird Island, coupling, hand crushed.

Richard Carroll, July 16, 1879, Lake City, crossing track before engine, skull fractured.

P. Reifenberger, July 21, 1879, Hastings, went between cars while in motion, leg cut.

V. Packet, September 1, 1879, Hastings, went between cars while in motion, foot hurt.

Geo. Ross, Sept. 11, 1879, St. Paul, rope on gravel train, leg bruised.

Andrew Peterson, November 1, 1879, Red Wing, walking on track, hip crushed.

Jno. D. Carr, November 5, 1879, Red Wing, stealing a ride, leg broken.

D. Warren, November 12, 1879, Red Wing, coupling, hand injured.

James Barbee, November 25, 1879, Winona, crossing track before engine, killed.

D. D. A. Stewart, December 31, 1879, Winona, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, head cut and internal injuries.

H. C. Whitney, Dec. 31, 1879, La Crosse, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, part of foot cut off.

Rev. J. B. Cowdry, Dec. 31, 1879, Minneapolis, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, body bruised.

E. J. Blood, Dec. 31, 1879, Red Wing, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, body bruised.

Mrs. E. J. Blood, December 31, 1879, Red Wing, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, body bruised.

Mrs. C. H. Prior, December 31, 1879, Minneapolis, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, body and head bruised.

Henry Platt, December 31, 1879, Milwaukee, sleeper jumped the track and rolled down the bank; supposed to have been caused by broken rail, body bruised.

Charles Dunn, December 25. 1879, St. Paul, coupling, foot bruised.

Jos. Hardy, March 4, 1880, Hastings, attempted to get on moving train, killed.

Charles Scott, March 16, 1880, St. Paul, braking, foot crushed.

J. D. Trussone, February 2, 1880, St. Paul, struck by telegraph pole while getting on train, hip bruised.

B. To Trains.

March 25, 1880, at Benton, a broken rail threw seven empty flat cars in freight train off track; no one hurt.

November 22, 1879, at Hastings, a broken rail ditched four freight cars; no one hurt.

May 1, 1880, at Whitman, truck broke, throwing nine freight cars and caboose off track; no one hurt.

December 31, 1879, at Mendota, sleeper jumped track and rolled down bank, caused by broken rail; seven persons injured.

SOUTHERN MINNESOTA RAILWAY CO.

Report concerning the road from Grand Crossing (on the Mississippi, opposite La Crosse, Wis.,) to the Dakota line, for the 10 months from July 1, 1879, to May 1, 1880, and concerning the road from Mankato to Wells (Central R. R. of Minnesota) for the four months from January 1st to May 1st, 1880.

On November 20, 1879, by vote of stockholders, the railroad and property of the Central R. R. of Minnesota (Mankato to Wells) was sold to the Southern Minnesota Railway Co.; and the road was operated by the latter company as a part of its line from January 1st to May 1st, 1880.

Until January 1, 1880, the western part of the main line (from Winnebago City, west) of the road operated by the Southern Minnesota Railway Co., was the property of the Southern Minnesota Railway Extension Co., a corporation organized January 17, 1878, as an auxiliary to the S. M. Ry. Co. to build the line from Winnebago City west. This part of the road was conveyed by the stockholders of the Extension Co. to the Southern Minnesota Railway Company by deed dated January 1, 1880, the Extension company retaining only their claim to the land grant pertaining to the road west of Winnebago City.

By vote of the stockholders of the Southern Minnesota Railway Co., the railroad and other property, except land grant lands, of the Southern Minnesota Railway Co. was sold and conveyed by deed dated January 1st, 1880, to the Chicago, Milwaukee & St. Paul Ry. Co., which latter company took possession May 1st, 1880.

All the foregoing lengths of road have since May 1, 1880, been operated as the Southern Minnesota Division of the Chicago, Milwaukee & St. Paul Ry. Co., and their operations for May and June of the present fiscal year are included in the report of the latter company.

OFFICERS.

Cornelius B. Gold, President.....New York City.
H. C. Kingsley, Vice President.....New Haven, Conn.
P. M. Myers, Secretary.....La Crosse, Wis.
J. W. Losey, Solicitor..... " "

Walton Ferguson, Treasurer	Pittsburgh,	Pa.
P. M. Myers, General Manager	La Crosse,	Wis.
J. M. Egan, Superintendent and Chief Engineer	"	"
W. H. Barron, General Ticket and Freight Agent	"	"
H. G. Haugan, Auditor	"	"
M. Conant, Land Commissioner	"	"

Directors—

Geo. P. Bissell	Hartford Conn.	H. H. Cammann	New York.
H. C. Kingsley	New Haven, "	F. W. Downer	"
H. F. Rudds	Norwich, "	J. B. Dumont	"
W. Ferguson	Pittsburgh, Pa.	C. B. Gold	"
		J. C. Easton	Chatfield, Minn.

Executive Committee—Messrs. Gold, Cammann and Easton.

Annual Election—Second Thursday in April.

CAPITAL, STOCK, DEBT, ETC.

Stock issued for bonds of S. M. & R. R. Co. canceled	$1,252,000 00
Stock issued for interest on S. M. R. R. equipment bonds	532,200 00
Total common stock issued,	$1,784,200 00

All the stock was issued to the holders of the equipment bonds of the S. M. R. R. Co.

The S. M. Ry. Co. has issued no bonds, but is subject to the following of the S. M. R. R. Co., viz.:

First mortgage bonds, due October, 1884, 7 per cent. interest	$ 225,000
Construction mortgage bonds, due Oct. 1887, 7 per cent. interest	3,332,000
Deferred interest certificates, 7 per cent. interest	233,240
Income certificates, 7 per cent. interest when earned	849,660
	$4,639,900
Total of debt and stock	$6,424,100

CHARACTERISTICS.

Length—From Grand Crossing to Dakota line	297 25
" from Wells to Mankato	40 00
Total number of miles	337 25

Average for the year of lengths operated—

S. M. Extension operated to May 1st from date of completion, as follows:

						Average miles.
Winnebago	to Fairmont	17.00	miles,	from July 1,	1878.	
Fairmont	" Jackson	26.00	"	" Dec. 2,	1878.	
Jackson	" Fulda	37.10	"	" Sept. 7,	1879.	
Fulda	" Edgerton	28.60	"	" Nov. 2,	1879.	82
Edgerton	" Pipestone	14.10	"	" Nov. 30,	1879.	
Pipestone	" Dakota line	6.90	"	" Jan. 3,	1880.	

Central operated to May 1st from January 1st, 40 miles for 4 months	13
Grand Crossing to Winnebago, 167 miles for 10 months	140
Average number of miles for the year operated	235
Additional sidings and other track, miles	17
Steel rail " " " " miles	20

Stations—34 to Winnebago and 15 west of that point. Common points 7.

Bridges and trestles—13 wooden bridges, aggregate length 2,138 feet; 3 combination wood amd iron bridges, aggregating 527 feet; 1 iron bridge 140 feet; 283 wooden trestles, aggregate length 34,961 feet. In addition to the foregoing there are between Wells and Mankato 16 wooden bridges aggregating 1998 feet; and 11 wooden trestles, aggregate length 2,208 feet.

Fences, between Grand Crossing and Winnebago 72.80 miles of common board and barbed wire, and between Wells and Mankato 1.25 miles of barbed wire.

Railroad Crossings at grade, the C. C. D. & M. at C. C. D. & M. Junction. C. M. & St. P., at Ramsey. B. C. R. & N. at Albert Lea, and St. P. & S. C. at Winnebago and Mankato.

Equipment—16 locomotives weighing from 30 to 40 tons, 2 from 20 to 30, and 1 from 10 to 20 tons, exclusive of tender; 5 first-class passenger cars; 3 passenger and baggage cars; 3 express and mail cars; 1 passenger, baggage and mail car; 3 baggage, mail and express cars; 206 box freight and stock cars; 93 flat and coal cars; 11 other cars, and 64 hand cars.

DOINGS OF THE TEN MONTHS IN TRANSPORTATION.

Mileage, of passenger trains	miles.	128,201
" " freight and mixed	"	203,416
Total number of train miles,		331,617

Speed of trains—Miles per hour—for passenger, highest 24, schedule rate, including stops, 16 to 20: freight, highest 16, schedule rate, including stops, 10.

Average rates—3.15 cents per mile for through passengers, and 3.71 cents for local: for freight per ton per mile average 2.71 cents.

Tonnage—

Grain	tons,	63,917
Agricultural products except grain	"	1,823
Flour and meal	"	28,802
Manufactures	"	2,379
Animals	"	5,691
Lumber	"	28,007
Other forest products	"	9,542
Stone, brick, lime, cement, sand, etc	"	2,081
Coal	"	2,919
Merchandise and other articles	"	17,725
Total	"	162,886

Passengers, whole number carried, 57,203. Whole number carried one mile, or passenger mileage, 2,829,841. Average distance traveled by each, 49.47 miles.

Fuel consumed, 490 cords of wood and 14,538 tons of coal.

Freight hauled, average per train 99.48 tons; average per car, 6.61 tons.

Commodities shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other products.	Lumber.	Other prod'ts of the forest.	Mdse. and miscell. freight.
Eastward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Hokah	27,768	3,746	50,129	.....	.....	.....	1,921
Mound Prairie	9,535	.....	.....	.....	.....	20	1
Houston	41,235	5,803	26,186	.....	97	10	1,398
Rushford	32,560	13,990	33,975	103	11	.....	1,341
Peterson	18,417	3,464	.....	.....	.....	.....	24
Whalan	5,820	6,120	21,657	8	.....	.....	643
Lanesboro	36,808	17,925	45,606	22	10	.....	1,832
Isinours	18,472	.....	30,804	1	.....	.....	600
Fountain	61,229	18,850	3,162	11	.....	.....	341
Wykoff	69,128	29,813	5,070	27	.....	.....	125
Spring Valley	133,700	6,238	5	90	.....	.....	683
Grand Meadow	223,102	7,109	.....	25	.....	.....	179
Dexter	109,099	7,968	.....	2	.....	.....	12
Brownsdale	129,017	33,685	16	200	.....	.....	35
Ramsey	38,911	4,284	191	.....	10	.....	420
Oakland	80,230	10,963	.....	1	.....	.....	5
Hayward	47,042	917	.....	.....	.....	.....	1
Albert Lea	85,159	.....	.....	151	.....	20	834
Armstrong	40,169	3	1	.....	.....	.....	1
Alden	141,235	2,666	109	40	.....	833	219
Wells	218,501	12,957	4,671	362	.....	.....	986
Easton	39,283	882	.....	119	.....	.....	48
Delavan	81,845	5,193	.....	1	.....	.....	347
Winnebago	54,871	44,281	3,838	2	.....	.....	1,236
Huntley	4,695	11,499	.....	.....	.....	.....	3
Fairmont	9,213	16,705	.....	61	.....	.....	292
Sherburne	15 043	1,307	.....	.....	.....	.....	125
Jackson	13,095	14,738	160	1	.....	.....	340
Lakefield	2,683	1,451	.....	120	.....	.....	40
Fulda	1,672	.....	.....	15	.....	.....	26
Edgerton	2,936	.....	.....	.....	.....	.....	11
Pipestone	12,972	.....	.....	.....	.....	.....	17
Flandreau	19,780	3,796	.....	.....	.....	.....	18
Minnesota Lake	16,692	2,479	.....	15	.....	.....	81
Mapleton	17,083	2,906	.....	.....	.....	40	23
Good Thunder	3,459	1,488	104	.....	.....	141	42
Mankato	12,751	1,106	825	53	21	1,020	719
Total each class	1,875,210	294,332	226,509	1,430	149	2,084	14,969
Total in tons	.....	.....	.....	1,430	149	2,084	14,969

Commodities Shipped from Stations.—(Continued.)

STATIONS.	Wheat.	Other grain.	Flour.	Other products.	Lumber.	Other prod's of the forest.	Mdse. miscellaneous freight.
Westward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
La Crosse	773				27,687	2,191	14,272
C. C. D. & M. Junc	2	4			53	33	746
Hokah	2,754	92	3		12	160	98
Mound Prairie	150					190	20
Houston	525		12		10	870	266
Rushford	129		217	2		140	159
Peterson	130					845	29
Whalan			25				98
Lanesboro	13		18		71		646
Isinours			43				34
Fountain	700			8		120	293
Wykoff	404		5			160	147
Spring Valley	532	628		23	1	213	548
Grand Meadow	1,041	3,248					219
Dexter	2	546		4			59
Brownsdale	2,000			256		1	105
Ramsey	1,000		344	4			1,128
Oakland				1			52
Hayward	138						2
Albert Lea	2,770			30	10		1,236
Armstrong							2
Alden	8		124	41			67
Wells		83		8	10	1,071	827
Easton				5			20
Delavan	11						6
Winnebago		1,310	1,171				226
Huntley							20
Fairmont	377		2				43
Sherburne							26
Jackson		13	21				29
Lakefield					4		2
Fulda							46
Edgerton			1				18
Pipestone							8
Minnesota Lake				12			2
Mapleton	360						3
Good Thunder	800	180				20	4
Mankato	410					1,443	266
Total of each class	15,029	6,164	1,986	394	27,858	7,457	21,772

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.			Total Receipts.
	For-warded.	Receiv-ed.	Receipts.	From.	To.	Receipts.	
	Tons.	*Tons.*	*Dollars.*	*No.*	*No.*	*Dollars.*	*Dollars.*
La Crosse	44,173	80,321	$119,845.14	6,762	6,083	$21,571.70	$175,416.84
C. C. D. & M. Junc	832	1,226	1,698.75	83	98	77.20	4,775.95
Hokah	8,212	8,451	12,712.99	1,731	1,972	1,707.60	14,420.59
Mound Prairie	522	39	868.31	228	211	164.15	1,033.06
Houston	6,663	3,443	12,826.25	1,652	1,483	2,719.65	15,545.90
Rushford	6,493	2,112	13,776.33	2,417	2,357	3,432.66	17,208.99
Peterson	1,537	157	2,558.79	506	368	503.25	3,062.04
Whalan	3,239	2,635	7,139.71	734	571	674.65	7,814.36
Lanesboro	8,678	6,530	20,217.75	2,655	2,887	4,051.75	24,269.50
Isinours	4,274	3,846	10,575.74	1,262	1,324	2,003.45	12,519.19
Fountain	3,399	648	7,748.26	1,571	1,359	2,669.05	10,417.31
Wykoff	3,768	751	8,853.40	1,341	1,051	1,800.50	10,653,90
Spring Valley	5,749	1,981	14,524.52	2,872	3,090	4,758.00	19,282.52
Grand Meadow	7,397	1,476	15,350.66	2,057	1,770	2,815.55	18,165.21
Dexter	3,555	1,167	8,657.05	1,063	912	1,088.40	9,745.45
Brownsdale	5,337	1,998	13,706.98	1,215	1,163	1,241.90	14,948.88
Ramsey	2,914	3,823	8,623.99	6,004	6,406	10,430.04	19,054.03
Oakland	2,729	328	7,442.05	699	448	680.60	8,122.65
Hayward	1,441	189	3,175.14	544	333	319.15	3,494.29
Albert Lea	4,919	5,139	14,177.06	5,339	6,303	8,038.02	22,215.08
Armstrong	1,208	126	3,284.14	296	168	152.55	3,436.69
Alden	4,661	2,718	11,764.79	1,719	1,391	1,619.63	13,384.42
Wells	11,432	6,293	21,364.32	2,988	3,003	5,094.83	26,459.15
Easton	1,392	294	4,142.64	399	356	476.50	4,619.44
Delavan	2,934	1,595	10,555.06	914	795	1,426.94	11,982.00
Winnebago	4,704	6,537	15,265.85	2,444	2,662	4,887.36	20,153.21
Huntley	440	319	1,420.00	223	203	222.35	1,642.35
Fairmont	1,085	3,176	4,158.25	1,664	1,762	3,139.19	7,297.46
Sherburne	634	1,873	2,179.90	716	697	1,190.25	3,370.15
Jackson	1,135	3,381	4,248.35	1,174	1,261	3,268.89	7,517.24
Lakefield	281	527	955.21	151	82	264.10	1,219.31
Fulda	137	1,403	530.18	464	501	1,339.10	1,869.28
Edgerton	118	1,458	446.03	206	192	588.55	1,034.58
Pipestone	414	1,880	1,738.92	305	352	879.80	2,618.72
Flandreau	703	3,981	2,998.44	283	826	1,199.79	4,198.23
Minnesota Lake	669	229	2,014.60	321	246	348.45	2,363.05
Mapleton	669	397	2,003.34	292	327	317.75	2,321.09
Good Thunder	384	188	905.94	286	250	272.00	1,177.94
Mankato	4,025	651	6,518.85	763	807	1,165.03	7,683.88
La Crescent				350	353	512.90	512.90
Money Creek				82	128	33.25	33.35
Okabena				14	33	22.60	22.60
St. P. & S. C. Cr'g.				198	323	360.60	360.60
De Forest				34	61	91.60	91.60
Iona				7	14	5.00	5.00
Airlie				4	13	2.90	2.90
Rapidan				83	77	43.30	43.30
Red Jacket				10	8	1.40	1.40
Mileage Tickets				123	123	3,340.90	3,340.90
Totals	162,886	162,886	437,974.30	57,203	57,203	103,013.88	540,988.18

EARNINGS AND EXPENSES.

Gross Earnings—		*Operating Expenses—*	
Freight	$437,974.30	Maintenance of way	$77,447.10
Passengers	103,013.88	Maintenance of buildings	6,216.13
Mails	11,883.53	Maintenance of locomotives and machinery	30,251.70
Express	9,123.00	Maintenance of cars	29,968.05
Telegraph	3,716.15	Motive power and train employees	106,281.05
Miscellaneous	440.45	Agents, station labor and supplies	26,327.46
Total	$566,151.31	Other transportation, exp	14,343.67
Without Minnesota	1,198.56	General expenses	43,355.59
In Minnesota	$564,952.75	Total	$334,190.75

Operating expenses were 59 per cent. of gross earnings.
Net earnings $231,960.56

Payments in addition to Operating Expenses—

Additional equipment	$ 40.820	Reorganization expenses	$ 25,110
" real estate	299	Old claims	1,983
Taxes " "	15,411	Stock of other companies	35,000
Interest on bonds	210,403	Total	$329,026

GENERAL BALLANCE, JULY 30, 1880.

Assets—

Cost of road and equipment	$6,486,632.39
Materials and cash on hand	64,263.12
Stocks and bonds of other companies	453,498.36
Accounts receivable	21,361.28
	$7,025,755 15

Liabilities—

Capital stock	$1,784,200.00
First mortgage bonds	225,000.00
Construction	3,332,000.00
Income certificates	1,142,376.00
Bills and accounts payable	521,087.80
Profit and loss	21.091.35
	$7,025,755.15.

U. S. MAILS.

The terms are $53.36 per mile per year for service once a day each way except Sunday.

LANDS.

Received of congressional and state grants, acres	373,212.90
Sold and contracted to be sold in year ending June 30, 1880, acres	6,041.97
Receipts from lands in year ending June 30, 1880	$6,365 85
Sold and contracted to be sold in all years to June 30, 1880, acres	237,074
Receipts from lands in all years to June 30, 1880	$784,829 06
Sold and contracted to be sold from July 1 to Dec. 1, 1880, acres	1,704.59
Receipts from lands from July 1 to December 1, 1880	$1,753 60
Average price at which sold	$7 09
Average price at which now offered	$6 00

ACCIDENTS.

A. To Persons.

September 28, 1879, R. B. Woodworth, brakeman, foot crushed, Winnebago.
October 24, 1879, Frank Hitchcock, brakeman; finger hurt, coupling cars, Hokah.
November 21, 1879, Charles W. Doty, brakeman; leg broken, Wells.
February 8, 1880, —— Sincomb, near Winnebago, on track, in a hand car of his own construction, without permission and in direct violation of the rules of Company. Struck by passing train. Killed.
April 17, 1880, John Reynolds, brakeman; uncoupling cars at Houston, slipped and fell across tracks. Killed.
April 26, 1880, ——. Lewison, a child, crawling between cars at Rushford. Killed.
November 2, 1879, Wm. Hines, in moving cars by hand was caught between them and run over near Edgerton. Killed.
September 20, 1879, James Inman, fireman, train collision near Houston. Sprained leg.

B. To Trains.

September 20, 1879—freight trains in collision near Houston. No one killed. One fireman injured; leg sprained. 2 engines and 9 cars badly wrecked. Cause, telegraph operator forgot to deliver train orders.
December 20, 1879—St Paul & Sioux City Junction—Southern Minnesota freight train collided with St. Paul & Sioux City passenger train. No person seriously injured. Southern Minnesota engine badly wrecked. Sleeper slightly damaged. Cause, heavy snow storm prevailing at the time prevented freight train men from seeing the crossing.
March 29, 1880—Albert Lea. Collision freight train on Southern Minnesota Railway with freight train on Burlington, Cedar Rapids & Northern Railway. No person injured. One engine and one car slightly damaged. Cause, brakes not able to hold train on account of slippery rail.

The following is a special report for the same ten months ending May 1, 1880, for the

SOUTHERN MINNESOTA RY. EXTENSION CO.

OFFICERS.

Walton Ferguson, President.....Pittsburgh, Pa.
Fred W. Downer, Vice President.....New York City.
H. G. Haugan, Treasurer.....Milwaukee.
All other officers and offices the same as of the S. M. Ry. Co.

Directors:—

T. J. Barbour,.....	New York.	H. C. Swords,.....	New York.
H. H. Cammann,.....	do.	J. C. Easton,.....	Chatfield, Minn.
F. W. Downer,.....	do.	W. Ferguson,.....	Pittsburgh. Pa.
J. B. Dumont,.....	do.		

Executive Committee—Messrs. Ferguson, Cammann and Downer.

Annual Election—Second Thursday in June.

Person to address concerning this report, H. G. Haugan.

CAPITAL STOCK, DEBT, ETC.

Common stock subscribed..... $150,000 00
Proportion for Minnesota..... 110,000 00
The stock was all subscribed in January, 1878, for account of S. M. Ry. Co.
First mortgage bonds, due 1908, 7 per cent interest, $1,170,000.
Stock and bonds per mile of road (129.7) $9,846.
The company claims lands but has, as yet, received none.

CENTRAL RAILROAD COMPANY OF MINNESOTA.

Report for the first six months of the year, from July 1, 1879, to January 1, 1880. During the next four months of the year, from January 1st to May 1st, 1880, the road of this company was owned and operated by the Southern Minnesota Ry. Co., and the operations for such four months are included in the report of the latter company. On May 1st, 1880, the road as a part of the Southern Minnesota came under the management of the Chicago, Milwaukee & St. Paul, and the operations of these two months are included in the C. M. & St. P. report.

OFFICERS.

John B. Dumont, President, H. W. De Forest, Secretary, and H. F. Shoemaker, Treasurer, all residing in New York city. Managing officers and general offices the same as of the S. M. Ry. The directors were:

John B. Dumont	New York.	H. Graves	New York.
W. D. Barbour	New York.	A. P. Man	New York.
H. W. de Forest	New York.	H. A. Taylor	New York.
I. C. French	New York.	H. F. Shoemaker	New York.
W. Ferguson	New York.	F. H. Weeks	New York.
E. K. Goodenow	New York.		

Annual election on first Tuesday in May.

CAPITAL STOCK, DEBTS, ETC.

(Capital stock authorized, $8,000,000.00.)

Common stock issued	$381,900
Preferred stock issued	319,700
Total	$701,600

The stock issued by the original organization was cut off by foreclosure in 1873. The present common stock was issued wholly for bonds canceled, and the preferred stock was issued for cash advances made since 1873.

First mortgage bonds due Jan. 7, 1898, 7 per cent interest	$ 600,000
Floating debt, about	20,000
Total of stock and debt	1,321,600
Total of stock and debt per mile of road	33,040

The cost of the road was $1,000,000 for construction and $21,854 for present equipment, equal to $25,545 per mile. The right of way is still unsettled.

CHARACTERISTICS.

Length, from Mankato to Wells, 40 miles; additional sidings, 1.4 miles. No. of stations 6, with 2 common points. Wooden bridges 16, aggregating 1,998 feet, and 11 wooden trestles, 2,208 feet. Fence, 1¼ miles barbed wire, costing $174.60 or 43 cents per rod. One R. R. crossing at grade, viz: St. P. & S. C. at Mankato. The equipment is one locomotive weighing between 20 and 30 tons exclusive of tender, one combination baggage and passenger car, ten flat cars and six hand cars.

DOINGS OF THE SIX MONTHS IN TRANSPORTATION.

Mileage—19,720 miles of mixed and freight trains; empty freight car mileage, 18,227 miles. The speed of trains was 25 miles per hour as the highest, and 16 to 18 as schedule rates including stops. The average rates for freight and passengers were 4.03 cents per ton per mile for the former and 4.43 cents per mile for the latter.

Tonnage—

Grain	4,191	Other forest products	2,833
Other agric. products	589	Stone, brick, lime, cement, etc.	1,233
Flour and feed	447	Coal	81
Manufactures	309	Merchandise and oth. articles.	1,537
Animals	532		
Lumber	1,070	Total	12,822

Passengers —Number carried, 4,071; number carried 1 mile or passenger mileage, 109,439. Average distance traveled by each, 26.88 miles.

The fuel consumed was 617 cords of wood. The freight hauled per train 18.92 tons, and per car 7.32 tons.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other grain.	Flour.	Other. products.	Lumber.	Other products of the forest.	Mdse. and miscellan'us products.
Eastward.	*Bushels.*	*Bushels.*	*Bbls.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Minnesota Lake	33,791	2,738	.....	4	.....	.....	145
Mapleton	54,350	1,888	.....	19	.....	10	145
Good Thunder	19,178	.....	1	.....	.....	100	177
Mankato	21,262	3,950	4,450	252	76	2,688	1,699
Total of each class	128,581	8,576	4,451	275	76	2,798	2,166
Total in tons	3,857	206	445	275	76	2,798	2,166
Westward.							
Wells	11	445	15	126	994	35	1,502
Minnesota Lake	.....	.....	.....	87	.....	.....	1
Mapleton	.....	.....	.....	100	.....	.....	18
Good Thunder	3,840	66	.....	.....	.....	.....	6
Total of each class	3,851	511	15	313	994	35	1,527
Total in tons	116	12	2	313	994	35	1,527

Business and Receipts.

STATIONS.	FREIGHT.			PASSENGERS.			Total Receipts.
	Tons forwar'd	Tons received.	Receipts.	No. from	No. to.	Receipts.	
Wells	2,669	8,997	3,532 14	1,140	1,165	$1,636 65	$ 5,168 79
Minnesota Lake	1,317	445	1,804 53	412	359	309 75	2,114 28
Mapleton	1,969	881	2,730 52	550	551	456 10	3,186 62
Good Thunder	974	771	1,232 37	429	355	305 76	1,538 07
Rapidan	.....	.....	.....	65	131	35 50	35 50
Red Jacket	.....	.....	.....	9	19	1 35	1 35
Mankato	5,893	1,728	5,720 85	1,466	1,491	1,916 20	7,637 05
Mileage Tickets	.....	.....	.....	.....	.....	188 10	188 10
Total of above	12,822	12,822	15,020 41	4,071	4,071	4,849 35	19,869 76

EARNINGS AND EXPENSES.

Gross Earnings—		*Operating Expenses—*	
Freight	$15,020 41	Maintenance of way	$ 6,120 28
Passenger	4,849 35	Maintenance of buildings	1,058 73
Mails	872 29	Maintenance of locomotives and machinery	235 72
Express	480 27	Motive power and care and train employees	3,870 64
		Agents and station labor	1,614 44
		Other transportation ex	435 40
		General expenses	520 03
Total	$21,222 32	Total	$14,057 53

Operating expenses were 66 per cent of gross earnings; net earnings, $7,164.79.

The payments in addition to operating expenses were: For additional equipment, $450.90; taxes, $855.25; Interest, 303.94; old claims, $4,623.41; total, $6,233.50.

The terms for carrying U. S. mails were $42.76 per mile per annum for one daily mail each way.

CHICAGO, CLINTON, DUBUQUE & MINN. R. R. CO.

OFFICERS.

James F. Joy, President.....Detroit, Mich.
Chas. Merriam, Secretary and Treasurer.....Boston, Mass.
W. J. Knight, Solicitor.....Dubuque, Iowa.
F. O. Wyatt, General Sup't and Auditor.....Dubuque, Iowa.
Joseph Chapman, General Ticket and Freight Agent.....Dubuque, Iowa.
General offices in Dubuque, Iowa.

Directors—James F. Joy of Detroit, Mich.; and N. Thayer, S. and F. Bartlett, J. A. Burnham, jr., H. H. Hunnewell, J. N. Dennison, A. Hardy, N. Thayer, jr., all of Massachusetts.

Annual election, last Friday in February.

Person to address concerning this report, F. O. Wyatt.

CAPITAL STOCK, DEBT, ETC.

Common stock issued (for bonds of Co. canceled)	$6,151,440
Proportion for Minnesota, $736,327	
7 per cent. bonds	1,055,000
Total of stock and debt	$7,206,440
Proportion for Minnesota	862,610
Average per mile of road	34,642

CHARACTERISTICS OF ROAD.

	Whole length.	Minnesota.
Length—Clinton, Iowa, to La Crescent, Minn	164.50	24.9
Turkey River, Iowa, to Wadena, Iowa	43.6	
Total number of miles	208.1	24.9
Additional sidings	17.6	1.66
Miles of steel rail	6.85	.....

Stations, in Minnesota, 5, and 1 common point.

Bridges and trestles—4 Howe truss five span wooden bridges, 521 feet; 22 wooded trestles, 3,666 feet long.

R. R. Crossing at grade—S. M. Division of C. M. & St. P., near Hokah.

Equipment—4 locomotives weighing from 30 to 40 tons, and 9 from 20 to 30 tons, exclusive of tender; 9 passenger cars, 4 express and baggage cars, 344 box freight and stock cars, 78 flat and coal cars, 4 caboose, 2 construction, 2 pile driver and 62 hand cars. Total value, $240,040 and applicable to the whole road, 208.1 miles.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage in Minnesota—By passenger trains	15,840
Freight and mixed trains	19,000
Total number of train miles	34,840
Empty freight car mileage	142,296

The speed of trains was from 18 to 25 miles per hour for passenger, and from 9 to 15 miles for freight trains.—The average rates were respectively 3 and 3.8 cents per mile for through and local passengers, and 1.8 and 1.1 per ton per mile for through and local freight carried.

Tonnage—

	Tons.
Grain	10,202
Agricultural products except grain	5,494
Flour and meal	814
Animals	1,648
Lumber	66,424
Other forest products	1,150
Coal	1,550
Merchandise and other articles	12,745
Total	100,027

Passengers—Whole number carried in Minnesota, 18,021; number carried one mile, or passenger mileage, 348,135; average distance traveled by each, 19.31.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other grain.	Flour.	Other Agricultural prod.	Lumber.	Other forest products.	Mdse. and miscellan'us freight.
Southward.	*Bushels.*	*Bushels.*	*Bbls.*	*Tons.*	*M feet.*	*Tons.*	*Tons.*
Caledonia Junction	231,108	27,542	5,200	4,760	10	.....	55
Brownsville	23,181	.....	658	2,247	.....	.....	4,164
Southern Minn Junc	833	7,000	1,422	.....	10	20	758
La Crescent	19,487	8,976	648	79	10	.....	61
La Crescent Junction	.....	11,776	.....	56	57,730	1,130	989
Total	274,609	55,294	7,928	7,142	57,760	1,150	6,027
Total in tons	8,238	1,659	793	7,142	66,424	1,150	6,027
Northward.							
Caledonia Junction	.....	2,835	.....	.....	.....	.....	7
Brownsville	.....	.....	215	.....	.....	.....	63
S. M. Junction	5,809	383	.....	.....	.....	.....	2
La Crescent	1,133	.....	.....	.....	.....	.....	1
Total	6,942	3,218	215	.....	.....	.....	73
Total in tons	208	97	21	.....	.....	.....	73

EARNINGS AND EXPENSES.

Gross earnings—

	Whole Road.	Minnesota.
Freight	$ 352,266 18	$25,026 54
Passengers	138,546 04	12,610 06
Mails	14,785 44	
Express	3,468 54	1,937 63
Rents, etc.	746 61	
Total	$ 509,812 81	$39,574 23

Ratio of passenger to freight earnings, as 1 to 3.16.

Operating expenses (whole road)—

Maintenance of way	$103,249	Motive power and care	55,669
" of buildings	6,578	Train employees	25,882
" of locomotives	23,704	Ag'ts and station labor	35,255
" of pass'ger cars	12,320	Other transportation exp	18,767
" of freight cars	33,928	Legal expenses	10,050
Salaries of general officers, and clerks and office expenses	22,405	Other general expenses	18,252
		Total	$366,060

General Balance July 1, 1880 (whole road).

Assets.		*Liabilities.*	
To operating expenses	$ 193,808 24	By gross earnings	$ 254,060 43
To construction	6,233,012 50	By capital stock	6,151,440 00
To equipment	240,040 00	By C. C. D. & M. 30 years 7 per cent. bonds	655,000 00
To material	7,282 56	By C. C. D. & M. 5 years 7 per cent. bonds	400,000 00
To balance due from others	3,295 83	By bills payable	62,000 00
To due from U. S. government	3,713 21	By approved vouchers	43,840 24
To stock of W. & M. R. R. Co	57,310 93	By accrued bond coupon interest	34,591 65
To W. & M. R. R. 8 per cent mortgage bonds	27,000 00	By unpaid pay rolls	343 66
To Chas. Merriam, treasurer	24,321 57	By coupon account of bonds due Feb. 1, '84	262 50
To C. M. Carter, A. Treasurer	9,222 32	By income acc	48,249 93
To capital stock fractions	96 00	By voluntary contributions	890 06
To Minn. town bonds	10,200 00	By interest miscellaneous	1,213 30
Cal. & Miss Ry Co	86,005 36		
Cal. Miss and Western R. R. Co	362,613 19		
Chi. B. C. & W. R. R. Co	180,160 28		
N. & M. R. R. Guar. Co	164,817 46		
Interest on bonds	36,924 99		
Old indebtedness	128 54		
Dividend account	1,884 00		
Suspense Dubuque	10,054 59		
	$7,651,891 57		$7,651,891 57

REGULATIONS, MAILS, ETC.

Trains come to a full stop and ascertain that the track is clear before crossing other R. R's. 80 rods from highways the bell is rung and kept ringing until the crossing is passed. Miller's platform, coupler and buffer and the Westinghouse air brake are used on passenger trains.

The road between Clinton, Iowa, and La Crescent, Minn., is U. S. mail route 27,012, and for the carriage of mails on all passenger trains, $12,862.60 are paid per annum.

The American Express Co. runs on the road, is furnished apartment in car for its trafic and pays a per cent. of gross earnings for the service.

The original Co. was organized Jan. 15, 1868. On Oct. 28, 1876, the road was turned over to trustees for bondholders. On March 15, 1879, 2 per cent. cash dividend was paid on the stock of consolidated Co. The road was completed to La Crescent in Oct. 1872. The Turkey River branch in Iowa was completed from Turkey River to Elkport in Sept. 1872, and from Elkport to Wadena, January 1, 1878.

ACCIDENTS.

Sept. 20, 1879. John Hall, brakeman, coupling cars at Caledonia Junction, had one finger jammed off and one finger broken.

Nov. 4th, 1879. Wm. Cutting, brakeman, while switching at Caledonia Junction, slipped and was caught under brake beam and badly bruised, one leg cut.

Nov. 21st.1879. Wm Crosby, brakeman, while coupling cars at Caledonia Junction, had part of his thumb and two fingers jammed off.

April 4, 1880. R. H. Cunningham, switchman in yard at La Crescent, had one finger jammed off and bone in elbow broken.

CALEDONIA, MISSISSIPPI & WESTERN R. R. CO.

NARROW GAUGE—THREE FEET.

Report for first six months after completion of road, from January 1 to June 30, 1880.

OFFICERS.

F. O. Wyatt.....President, Superintendent and Auditor.
C. M. Carter.....Secretary and Treasurer.
W. J. Knight.....Solicitor.
Joseph Chapman.....General Ticket and Freight Agent.

Address of foregoing officers, Dubuque, Iowa.

General offices the same as of the C. C. D. & M. R. R. Co.

Directors—J. F. Joy, Detroit, Mich.; W. H. Harris, Caledonia, Minn.; and F. O. Wyatt, F. Adams, E. P. Lyman, S. A. Wolcott, Joseph Chapman, C. M. Carter and W. J. Knight, all of Dubuque, Iowa. Date of annual election, first Tuesday of September. Person to address concerning this report, F. O. Wyatt.

CHARACTERISTICS OF ROAD.

Length—Caledonia Junction, in Houston county, to Preston, in Fillmore county, 58.71 miles. Additional sidings, 3.21 miles.

There are 8 stations. One combination wood and iron bridge of 110 feet, and 144 trestles, aggregating 9,867 feet. The equipment is 4 locomotives of more than 10 and less than 20 tons weight, exclusive of tender, 1 passenger car, 2 combination baggage, express and mail cars, 50 box freight and stock cars, 10 flat and coal cars, 2 other cars and 12 hand cars. Cost of equipment, $49,970.22.

DOINGS OF THE SIX MONTHS IN TRANSPORTATION.

Mileage—Of passenger trains	19,440
And of freight and mixed trains	21,384
Total number of train miles	40,824

The speed of trains is from 11 to 15 miles per hour for passenger and from 7 to 11 for freight trains. The average rates were, for passengers 3.9 cents per mile, and for freight 6.5 cents for through and 5.05 cents for local per ton per mile.

Tonnage—

Grain	7,258
Other agricultural products	203
Flour and meal	510
Animals	1,440
Lumber	4,414
Coal	25
Merchandise, etc	2,167
Total	16,017

Passengers—Whole number carried, 6,321; number carried one mile, or passenger mileage, 116,600; average distance traveled by each, 18.44 miles.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other grain.	Flour.	Other products.	Lumber.	Mdse. and miscellaneous freight.
Eastward—	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M feet.*	*Tons.*
Caledonia	51,413	7,333	.....	485	.....	57
Spring Grove	60,200	10,200	.....	466	5	16
Newhouse	5,433	2,000	.....	64	.....	1
Mabel	43,200	6,700	.....	415	.....	34
Canton	29,333	2,000	.....	176	.....	6
Harmony	9,200	3,200	.....	16	.....	19
Preston	11,600	400	5,100	25	.....	120
Total	210,099	31,833	5,100	1,647	5	253
Total in tons	6,303	955	510	1,647	4	253
Westward—						
Caledonia Junc	.....	.....	.....	.....	3,670	1,909
Caledonia	.....	.....	.....	.....	.....	36
Spring Grove	.....	.....	.....	.....	.....	12
Newhouse	.....	.....	.....	.....	.....	50
Mabel	.....	.....	.....	.....	.....	4
Canton	.....	.....	.....	.....	.....	7
Harmony	.....	.....	.....	.....	.....	1
Total	.....	.....	.....	.....	3,670	2,019
Total in tons	.....	.....	.....	.....	4,410	2,019

EARNINGS AND EXPENSES.

Gross Earnings—

Freight	$21,021 48	Express	$ 339 47
Passengers	3,794 30		
		Total	$25,155 25

Operating Expenses.

Maintenance of way	$ 7,655 06	Motive power and care	$ 5,092 95
Maintenance of buildings	190 69	Train employees	1,786 99
Maintenance of locomotives	1,178 31	Agents and station labor	3,803 78
Maintenance of passenger, baggage, mail and express cars	64 46	Other transportation expenses	1,134 62
Maintenance of freight cars	742 85	General expenses	11,818 34
		Total	$21,649 71

Ratio of passenger to freight earnings as 1 to 6.

Average gross earnings per mile of road	$428 46
Average gross earnings per train mile	0 62

Operating expenses were 86 per cent of gross earnings.

Operating expenses per mile of road	$368 75
Operating expenses per train mile	0 53

The excess of earnings over operating expenses, or net earnings, were $3,505.54, or $59.71 per mile of road.

The payments in addition to operating expenses were on account of construction, $361,508.09, and for equipment $49,970.22. Total, $411,478.29.

GENERAL BALANCE JULY 1, 1880.

Assets—

To construction	$361,508 07
To equipment	49,970 22
To C. M. Carter, treasurer	8,786 92
To station agents	600 86
To operating expenses	21,649 71
To American Express Co	56 66
	$442,572 44

Liabilities—

By gross earnings	$ 25,155 25
By approved vouchers	69 88
By Chicago, Clinton, Dubuque & Minnesota R. R. Co.	362,613 19
By foreign ticket	984 12
By voluntary contribution	53,750 00
	$442,572 44

REGULALIONS.

Bell is rung 80 rods from highways and kept ringing until crossed. Use ordinary coupler and buffer, and hand brakes. United States mails are carried once each way daily on express trains, but compensation not yet fixed. The American Express Company runs on the road.

The road was completed January, 1880, from Caledonia Junction to Preston.

ST. PAUL & SIOUX CITY R. R. CO.

OFFICERS.

H. H. Porter, President	Chicago, Ill.
E. F. Drake, 1st Vice President	St. Paul, Minn.
Benj. Brewster, 2nd Vice President	New York, N. Y.
Geo. A. Hamilton, Secretary	St. Paul, Minn.
Jno. C. Spooner, Solicitor	St. Paul, Minn.
R. P. Flower, Treasurer	New York, N. Y.
J. W. Bishop, General Manager	St. Paul, Minn.
E. W. Winter, General Superintendent	St. Paul, Minn.
T. P. Gere, Chief Engineer	St. Paul, Minn.
F. B. Clarke, General Traffic Manager	St. Paul, Minn.
C. D. W. Young, Auditor	St. Paul, Minn.
J. H. Drake, Land Commissioner	St. Paul, Minn.

Directors—H. H. Porter, Chicago; E. F. Drake, St. Paul; J. L. Merriam, St. Paul; Aug. Kountze, New York; C. H. Bigelow, St. Paul; A. H. Wilder, St. Paul; J. Q. Adams, St. Paul; David Dows, New York; Geo. T. Seney, New York; R. P. Flower, New York; H. R. Bishop, New York; J. M. Fiske, New York; P. L. Cable, Rock Island; Philetus Sawyer, Oshkosh; Benj. Brewster, New York.

Executive Committee—Messrs. Porter, Flower, Sawyer, Drake, Bishop, Brewster and Dows.

Date of annual election, first Saturday after first Thursday in June.

Person to address concerning this report, C. D. W. Young.

CAPITAL STOCK, DEBTS, ETC.

Common Stock issued	$ 4,600,000 00
Seven per cent preferred stock, to represent purchased lines	4,600,000 00
Total of Stock	$ 9,200,000 00
Proportion for Minnesota, 77.816 per cent, $7,159,075.81.	
Bonds, 6 per cent., first mortgage, due April 1, 1919	$ 4,600,000 00
Floating debt	1,069,954 35
Total of debt	$ 5,669,954 35
Minnesota proportion, 77.816 per cent.; or $4,412,136.77.	
Total of paid up stock and debt, less $480,000 of bonds not issued	$ 13,320,000 00
Stock and debt per mile of road owned (409.44 m.)	32,532 24
Proportion of stock and debt for Minnesota	11,571,211 00
Cost of road and equipment	13,351,174 53
Cost of road, average per mile owned (409.44)	32,608 38

CHARACTERISTICS OF ROAD.

Length—

	Total.	In Minn.
From St. Paul to Sioux City (being the former St. Paul & Sioux City and Sioux City & St. Paul roads)	268.77	187.52
From Lake Crystal to Blue Earth City	34.00	34.00
From Heron Lake to Woodstock (Minnesota & Black Hills R. R)	44.00	44.00
From Sioux Falls Junction to Sioux Falls (Worthington & Sioux Falls R. R)	58.67	42.53
Luverne to Doon (Rock River Branch)	28.00	10.56
Total	433.44	318.61
Additional siding and other track	28.74	23.75
Miles of steel rail	104.37	98.28

The foregoing includes 5.20 miles from St. Paul to Mendota, owned and maintained jointly and operated separately by the St. Paul & Sioux City and the Chicago, Milwaukee & St. Paul companies. Also 24 miles of leased Illinois Central track from Le Mars to Sioux City, maintained jointly and operated separately by the Illinois Central and St. P. & S. C. companies.

In addition to the foregoing the St. P. & S. C. company, on March 1, 1880, acquired the St. Paul, Stillwater & Taylor's Falls R. R. and has operated it since that date. The length is as follows:

	Miles.
From St. Paul (Westminster street) to Stillwater	17.55
From Stillwater Junction to St. Croix bridge	3.25
From Stillwater to South Stillwater	3.00
	23.80

Stations, 59; common points, 9.

Bridges and Trestles—15 Howe truss, aggregating 1,667 feet; 2 iron bridges, together 424 feet; and 212 wooden trestles, aggregate length 30,037 feet.

Fences—175 miles of post and board, 8.78 miles of sod, and 72 miles of barbed wire.

Railroad Crossings at Grade—The C. M. & St. P. at Shakopee, West Mankato, Winnebago City, and three miles west of Heron Lake; the W. & St. P. between Kasota and Mankato, and the M. & St. L. at Merriam Junction.

Equipment—37 locomotives of more than thirty and less than forty tons weight, exclusive of tender; 22 passenger cars, including 3 sleepers; 19 express, mail and baggage cars; 1,417 box freight and stock cars; 284 flat and coal cars, 30 other cars, and 146 hand cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Commodities shipped from Stations on all lines of the Company for the Nine Months from October 1, 1879, to June 30, 1880.

	Wheat.	Other Grain.	Flour.	Other Products	Lumb'r	Oth'r for-est prod.	Mdse. & Miscel.
Eastward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M feet.*	*Tons.*	*Tons.*
Saint Paul	26,318	47,091	49	1,126	110	7	2,819
Hamilton	19,190	.....	128	19	7	.....	166
Shakopee	17,463	14,133	365	111	2	955	182
Merriam Junction	.....	.....	1	.....	.....	106	352
Jordan	24,623	22,188	9	154	7	90	362
Belle Plaine	79,123	940	2,964	350	.....	840	767
Blakeley	39,175	.....	.....	174	.....	1,990	138
East Henderson	115,639	7,600	6,000	624	.....	60	54
Le Sueur	123,147	11,061	7,712	857	.....	111	363
Ottawa	13,041	.....	1,221	14	16	10	109
Saint Peter	125,461	13,031	5,090	550	17	.....	222
Kasota	193	5,428	6	81	.....	936	63
Mankato	17,974	27,072	497	476	.....	3,473	1,400
Minneopa	22,706	.....	.....	.....	.....	.....	.....
Lake Crystal	88,755	26,732	214	132	.....	.....	55
Madelia	56,015	22,639	1	340	.....	.....	73
St. James	29,195	26,049	.....	2,328	.....	.....	30
Mountain Lake	19,805	28,118	320	275	.....	.....	23
Windom	28,778	26,522	1,262	112	2	7	110
Heron Lake	400	8,822	.....	765	.....	.....	153
Brewster	181	483	.....	305	.....	.....	1
Worthington	2,413	8.006	1,557	144	.....	3	42
Garden City	339	716	.....	2	.....	.....	29
Edgewood	333	8,138	.....	88	.....	.....	4
Amboy	.....	.....	.....	118	.....	2	.....
Winnebago City	9,701	2,429	52	153	7	.....	80
Blue Earth City	4,330	23,876	4	607	.....	71	78
Dundee	.....	460	.....	.....	.....	.....	.....
Avoca	2,126	7,423	.....	135	.....	.....	39
Hadley	2,185	541	.....	.....	.....	.....	1
Adrian	20,941	20,877	.....	.....	7	.....	51
Luverne	59,258	20,167	30	119	.....	.....	64
Beaver Creek	.....	.....	.....	.....	.....	.....	1,003
Stillwater Junction	.....	.....	.....	.....	.....	473	16
Total of each class.	948,805	380,542	27,582	10,159	175	9,134	8,840
Total in tons	28,464	9,513	2,758	10,159	263	9,134	8,840
Westward.							
St. Paul	.....	.....	1,856	3,438	3,550	8,528	39,299
Hamilton	.....	.....	.....	5	.....	.....	88
Shakopee	.....	.....	506	80	.....	21	404
Merriam Junction	.....	.....	.....	109	15	106	319
Jordan	.....	.....	265	78	.....	10	22
Belle Plaine	.....	.....	.....	52	8	895	187
Blakeley	.....	.....	.....	.....	.....	346	768
East Henderson	.....	.....	900	114	20	2,820	6
Le Sueur	.....	.....	.....	172	14	4,241	1,053
Ottawa	.....	.....	.....	.....	.....	1,650	315
St. Peter	.....	.....	100	440	24	1,020	68
Kasota	.....	.....	6	276	.....	741	126
Mankato	.....	.....	395	276	159	6,930	2,333
Minneopa	.....	.....	.....	.....	.....	219	.....
Lake Crystal	.....	.....	.....	27	.....	1	49
Madelia	.....	.....	4	200	.....	.....	12
St. James	.....	.....	.....	546	.....	.....	9
Mountain Lake	.....	.....	.....	.....	.....	.....	70
Windom	.....	.....	656	56	4	39	179
Heron Lake	.....	.....	.....	210	.....	180	144
Brewster	.....	.....	.....	.....	.....	.....	13
Worthington	.....	.....	222	111	.....	.....	45
Garden City	.....	.....	16	4	.....	1	1,942
Edgewood	.....	.....	20	.....	.....	10	82
Amboy	.....	.....	10	.....	.....	1	11
Winnebago City	.....	.....	213	11	339	.....	242
Blue Earth City	.....	.....	.....	31	.....	.....	4
Dundee	.....	.....	.....	.....	.....	.....	.....
Avoca	.....	.....	.....	.....	.....	.....	.....
Adrian	.....	.....	.....	.....	9	.....	9
Luverne	.....	.....	3	6	100	16	51
Beaver Creek	.....	.....	.....	.....	.....	.....	3
Stillwater Junction	.....	.....	.....	14	.....	.....	3
Stillwater	.....	6,471	230	131	8,868	2,243	2,037
Total of each class.	.....	6,471	5,402	6,387	13,110	30,018	49,890
Total in tons	.....	162	540	6,387	19,665	30,018	49,890

Business and Receipts by Stations on all lines of the Company for the Nine Months from Oct. 1, 1879, to June 30, 1880.

	Tons forwarded.	Receipts.		Tons forwarded.	Receipts.
St. Paul	62,863	$297,951 52	Bingham Lake	.....	....
Hamilton	877	896 88	Windom	2,240	$ 5,602 93
Shakopee	2,721	4,348 88	Heron Lake	1,686	4,092 00
Merriam Junc	1,015	52,684 97	Brewster	336	783 08
Jordan	2,048	2,050 54	Worthington	795	4,915 73
Belle Plaine	5,796	9,656 17	Garden City	2,008	230 52
Blakeley	4,591	4,994 45	Edgewood	399	1,881 22
E. Henderson	8,057	15,300 51	Amboy	133	2,193 21
Le Sueur	11,558	22,473 83	Winnebago City	1,384	5,273 01
Ottawa	2,626	4,272 59	Blue Earth City	1,518	10,936 74
St. Peter	6,969	17,850 75	Dundee	12	48 26
Kasota	2,365	6,040 03	Avoca	423	1,110 73
Mankato	16,432	24,676 70	Hadley	81	169 50
Minneopa	900	2,079 25	Adrian	1,235	3,634 35
Lake Crystal	3,616	11,376 86	Luverne	2,691	7,158 83
Madelia	2,871	6,853 42	Beaver Creek	6	2,172 54
St. James	4,440	10,227 08	Stillwater Junc	503	585 62
Mountain Lake	1,697	3,218 90	Stillwater	17,898	20,839 62
				174,790	$568,581 17

Commodities Shipped from Stations.

(On line from St. James to Sioux City during the 3 months from June 30 to Oct. 1, 1879.)

	Wheat.	Other Grain.	Flour.	Other Products	Lumber.	Other Forest Products	Mdse. and Miscel.
Eastward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M feet.*	*Tons.*	*Tons.*
Mountain Lake.....	7,626	3,299	115	22	.....	.....	27
Windom.....	7,030	4,058	828	20	1	10	14
Heron Lake.....	377	1,939	.....	10	.....	.....	120
Hersey.....	181	.....	.....	21	.....	.....	32
Worthington.....	535	1,446	652	22	.....	1	43
Sioux Falls Junc...	42,716	24,901	.....	32	.....	.....	94
Bigelow.....	.....	.....	.....	1	.....	.....	3
Sibley.....	1,490	2,436	.....	5	.....	.....	3
Sheldon	3,388	7,875	.....	13	.....	.....	196
East Orange.....	1,428	6,894	.....	2	.....	.....	10
Seney	2,650	8,922	.....	.....	.....	.....	2
Le Mars	1,418	27,324	474	7	8	519	197
Sioux City.....	59,150	259,798	.....	268	9	.....	578
Total.....	127,989	348,892	2,069	423	18	520	1,319
Total in tons....	3,840	9,769	207	423	27	520	1,319
Westward.							
St. James.....	.....	.....	248	690	9,390	3,255	4,619
Mountain Lake.....	.....	.....	.....	.....	.....	.....	18
Windom.....	.....	.....	116	.....	.....	.....	4
Heron Lake.....	.....	.....	.....	280	.....	.....	107
Hersey.....	.....	.....	.....	.....	.....	.....	1
Worthington.....	.....	104	165	132	.....	5	20
Bigelow.....	.....	.....	.....	.....	.....	.....	11
Sibley.....	.....	.....	.....	1	8	.....	5
Sheldon	.....	.....	.....	13	.....	.....	123
Hospers	44	.....	.....	.....	.....	.....	.....
East Orange.....	.....	.....	.....	1	.....	.....	2
Seney.....	.....	.....	.....	.....	.....	.....	1
Total.....	44	104	529	1,117	9,398	3,260	4,911
Total in tons....	1	3	53	1,117	14,097	3,260	4,911

Business and Receipts by Stations.

(On line from St. James to Sioux City during the 3 months from June 30 to Oct. 1, 1879.)

	Tons forwarded.	Passengers, No From		Tons forwarded.	Passengers, No From
Eastward.			*Westward.*		
St. James.....	22,674	2,869	Bigelow.....	14	32
Butterfield.....	.....	19	Sibley.....	138	328
Mountain Lake.....	399	182	St. Gilman.....	.....	18
Bingham Lake.....	.....	36	Sheldon	667	791
Windom	467	399	Hospers.....	1	55
Wilder.....	.....	2	East Orange.....	250	143
Heron Lake.....	581	357	Seney.....	332	43
Hersey.....	60	123	Le Mars.....	1,587	668
Worthington.....	362	1,422	Merrill.....	.....	.....
Sioux Falls Junc...	2,109	.....	Sioux City.....	9,906	1,908
				39,547	9,395

EARNINGS AND EXPENSES.

Gross Earnings—		*Operating Expenses—*	
Freight	$653,509 67	All items, estimated	$675,000 00
Passenger	223,748 82		
Miscellaneous	103,766 92		
	$981,025 41		$675,000 00

GENERAL BALANCE SHEET, JULY 1, 1880.

Assets.		*Liabilities.*	
Cost of road	$12,454,522 60	Capital stock, common	$ 4,600,000 00
Cost of equipment	896,651 93	Capital stock, preferred	4,600,000 00
Cost of St. P. union depot stock	14,700 00	Funded debt, first mortg. bonds	4,600,000 00
St. P. & S. C. first mortgage bonds on hand	480,000 00	Accrued interest	71,340 00
St. Paul, Stillwater & Taylor's Falls mortg. bonds on hand	31,573 50	Bills and accounts payable	998,614 35
Cash items	75,780 38		
Due from agents, compan's, &c.	582,591 61		
Material, fuel, &c	246,203 33		
Income, &c	87,931 00		
	$14,869,954 35		$14,869,954 35

REGULATIONS, MAILS, ETC.

Governed by state law in regard to crossing of other railroads. When approaching a highway the whistle is sounded at 80 rods distance and the bell rung until passed. Miller's platform, coupler and buffer and Westinghouse's automatic air brake are used on passenger trains.

The compensation for carrying U. S. mails is $9,890.62 between St. Paul and St. James, $10,660.96 between St. James and Sioux City, and $3,181.88 between Worthington and Sioux Falls, on terms of service prescribed by the P. O. Department.

The American Express Company pay 1½ first class freight rates, and receive, transport and deliver valuable packages for the company free.

LANDS.

(St. Paul & Sioux City, Sioux City & St. Paul, and St. Paul, Stillwater & Taylor's Falls grants.)

	St. P. & S. C.	*S. C. & St. P.*	*St. P., St. & T. F.*
Received in all of grant (acres)	854,268	231,145	44,246
Sold and contracted to be sold in the year ending June 30, 1880	19,571	24,288	2,480
Receipts from all sources from lands in the year ending June 30, 1880	$ 155,760 00	150,649 00	17,735
Sold and contracted to be sold in all years to June 30, 1880 (acres)	312,749	102,945	9,064
Receipts from all sources from lands in all years to June 30, 1880	$1,778,378 00	691,746 00	31,422
Sold and contracted to be sold in the five months from July 1 to Dec. 1, 1880 (acres)	5,430	11,531	400
Receipts from all sources from lands during the same five months	$ 33,323 00	74,685 00	2,400 00
Average price per acre during the year	$ 6 50	6 50	5 57
Average price per acre at which now offered	$ 6 50	6 50	6 00

ACCIDENTS.

Frank Haylack, Oct. 1879, St. Paul; hand smashed while playing around train.

Chas. Odell, March 20th, 1880, Worthington; injured in back while coupling cars.

W. P. Esterley, June 21st, 1880, at Mankato; bruised while coupling cars.

Patrick McNaughton, March 8th, 1880, Le Sueur: fell from top of box car, broke right ankle.

Wm. E. French, Feb. 21st, 1880; Watonwan River; broken rail; killed.

Gabriel Peterson, March 29th, 1880, St. James; coupling cars: smashed thumb.

Lyman Evans, March 11th, 1880, Worthington: switching, smashed forefinger.

John Carson, Jan. 20th, 1880, Belle Plaine: water tank, uncoupling engine from cars, smashed foot.

CHICAGO, ST. PAUL & MINNEAPOLIS RY. CO.

Report for eleven months ending May 31, 1880, for road from St. Paul, Minnesota, to Elroy, Wisconsin, 197.6 miles, and from Stillwater Junction to Stillwater, 3.8 miles; total, 201.4;

AND

Chicago, St. Paul, Minneapolis and Omaha Railway Company.

Report for the month of June, 1880, for road from St. Paul to Elroy, and from Stillwater Junction to Stillwater, and also from North Wisconsin Junction, Wisconsin, to end of North Wisconsin railway track, Wisconsin, 80 miles, and from Hudson, Wisconsin, to River Falls, Wisconsin, 12 miles; total, 293.4 miles.

These corporations owned no road during the year in Minnesota, the length operated in this state, 23.8 miles, being leased St. Paul, Stillwater & Taylor's Falls track.

OFFICERS.

H. H. Porter, President.....Chicago, Ill.
Hon. Philetus Sawyer, 1st Vice President.....Oskosh, Wis.
C. W. Porter, Secretary.....Hudson, Wis.
Jno. C. Spooner, Solicitor.....Hudson, Wis.
R. P. Flower, Treasurer.....New York.
J. W. Bishop, General Manager.....St. Paul, Minn.
E. W. Winter, General Superintendent.....St. Paul, Minn.
C. W. Johnson, Chief Engineer.....St. Paul, Minn.
F. B. Clarke, General Traffic Manager.....St. Paul, Minn.
C. D. W. Young, Auditor.....St. Paul, Minn.
C. W. Porter, Land Commissioner.....Hudson, Wis.

General offices, St. Paul.

Directors—

H. H. Porter.....Chicago.
Hon. Philetus Sawyer.....Oskosh.
R. P. Flower.....New York.
Benj. Brewster.....New York.
E. F. Drake.....St. Paul.
H. R. Bishop.....New York.
David Dows.....New York.
P. L. Cable.....Rock Island.
Josiah M. Fiske.....New York.
Augustus Kountze.....New York.
Jno. L. Merriam.....St. Paul.
A. H. Wilder.....St. Paul.
Jno. Comstock.....Hudson.

Executive Committee—Messrs. Porter, Sawyer, Flower, Brewster, Drake, Bishop and Dows.

Annual election—First Saturday after first Thursday in June.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage in Minnesota—Run by passenger trains	27,015
By freight and mixed trains	66,000
Total for the year, (paying miles)	93,015

Tonage.

Grain	21,005
Other agricultural products	30,116
Flour	43,806
Provisions	1,564
Animals	1,057
Lumber and other forest products	669
Mineral products	202
Stone, brick, lime, cement, sand, etc	914
Coal	444
Mdse. and miscellaneous	17,415
Mdse. and miscellaneous (all freight "received" at stations in Minnesota from stations in other states)	217,599
Total tonnage carried in Minnesota	334,791

Passengers—

	Minn.	Whole road.
Number carried	65,960	196,841
Passenger mileage or number carried one mile	1,105,439	12,875,370
Average distance traveled by each passenger	16.7	65.41

Fuel consumed—In Minnesota, about 4,024 cords of wood by locomotives.

Shipments from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Farm Prod.	Lumber & other Forest Prod.	Mdse and Miscel.
Eastward.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Minneapolis	104	152	29,839	.....	60	27,067
East Minneapolis	.....	.....	.....	.....	46	230
St. Paul	19,582	1,163	8,496	967	425	16,278
East St. Paul	.....	.....	152	162	85	3,376
Harvester Works	.....	.....	.....	.....	.....	21
Posts	.....	.....	.....	10	.....	172
Oakdale	.....	.....	.....	.....	.....	10
Lake Elmo	.....	.....	.....	.....	.....	1
Stillwater	.....	1	5,319	4	42	2,963
Stillwater Junction	.....	.....	.....	.....	.....	449
Total	19,683	1,315	43,806	1,143	658	50,557
Westward.						
East St. Paul	.....	.....	.....	.....	.....	10
Stillwater	.....	.....	.....	.....	12	2

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.		
	For'd.	Rec'd.	Receipts.	From.	To.	Receipts.
From June 30, 1879, to June 1, 1880.	*Tons.*	*Tons.*		*Number.*	*Number.*	
Minneapolis	51,986	25,772	$ 130.437 70	1,764	2,451	$ 24,957 44
East Minneapolis	251	3,194	5,931 87			
St. Paul	45,506	120,969	326.107 69	21,095	23,522	152,717 96
East St. Paul	2,763	30,858	33,812 09	48	9	84 91
Harvester Works	20	352	612 85			
Posts	182	1,869	1,846 65	4	1	9 96
Oak Dale	10	25	32 07	28	9	30 76
Lake Elmo	1		1 00	1.048	558	399 32
Stillwater	7,472	12,247	39,882 65	2,326½	3,218½	12.367 50
Stillwater Junction	426	4,076	3,202 25	1,652½	1,361½	2,649 65
Total	108,617	199,312	$541,866 82	27,966	31,130	$193,217 52
For month of June,'80.						
Minneapolis	5,234	3,324	$ 13,041 07	176	316	$ 2,772 54
East Minneapolis	25	334	918 36			
St. Paul	1,497	5,405	15,329 71	2,297	2,881	17,777 61
East St. Paul	1,022	8,038	12,767 56	7½	4	9 06
Oak Dale		35		4	4	10 46
Lake Elmo		33	26 72	183	181½	100 78
Stillwater	862	930	3,810 94	228½	345½	1,874 43
Stillwater Junction	22	187	180 00	244	145	348 26
Posts				1	1	4 05
Totals	8,572	18,286	$ 46,074 36	3,141	3,715	22,897 21

EARNINGS AND EXPENSES.

Gross Earnings.

	WHOLE ROAD.	IN MINNESOTA, BELONGING TO		
		Ch., St. P. M. & O.	*St. P., Still. & T. F.*	*Total.*
Freight	$ 887,465 25	$ 75,789 78	$ 27,735 42	$103,525 20
Passengers	360,724 44	32,640 69	9,512 68	42,153 37
Express	20,457 79	1,886 48	496 87	2,383 35
Mails	14,420 21	1,336 20	335 87	1,672 07
Miscellaneous	3,247 50	300 13	80 70	380 83
Total	$1,286,315 19	$111,953 28	$38,161 54	$150,114 82

The gross earnings in Minnesota were 11.77 per cent of the gross earnings of the entire line.

Ratio of passenger to freight earnings, as 3 to 8.

Average gross earnings per mile (23.7 in Minnesota) of road, $6,333.95.

Average of the same per train mile, $2.25,

Operating expenses were as follows, viz.:

	First 11 Months	June, 1880.
Repairs of locomotives and tenders	$ 26,944 48	$ 2,758 77
Repairs of cars	55,742 59	6,946 80
Repairs of buildings	8,275 58	405 12
Repairs of fences, gates and crossings	1,451 86	190 88
Repairs of bridges and culverts	14,751 46	5,197 14
Repairs of tracks	91,571 37	32,444 04
Repairs of tools and machinery	6,583 71	842 72
Fuel used by locomotives	75,611 43	8,250 09
Fuel and lights used in cars and at stations	6,694 69	176 90
Oil and waste used	5,551 12	592 75
Office and station furniture and expenses	4,697 01	365 01
Furniture and fixtures for cars	893 76	89 61
Foreign agents	3,238 11	110 81
Advertising	3,214 95	192 37
Stationery, printed blanks, tickets, &c.	5,231 21	689 46
Enginemen, Firemen and wipers	58,218 48	6,003 64
Conductors, baggagemen and brakemen	38,596 51	3,706 09
Laborers and switchmen	50,844 63	4,785 48
Agents and clerks	53,218 22	6,053 71
Superintendence	19,270 41	1,250 85
Rents	19,292 87	1,272 65
Loss and damage (freight and baggage)	4,998 41	491 95
Loss and damage (stock killed, etc.)	2,439 35	1,303 89
Injury to persons	3,630 25	260 13
Teaming freight, baggage and mails	69 70	31 75
Insurance	67 50	118 25
Miscellaneous expenses	8,900 53	1,394 59
Car hire balance	15,429 11	Cr. 1,097 32
New York office expenses	2,692 04	228 62
Loss and damage (fire)	1,538 75	.....
Locomotives hire	32 00	.....
Operating North Wisconsin railway	5,170 64	.....
Loss and damage (wrecking)	.....	6 69
Total	$594,862 73	$ 85,063 44
Taxes (actual)	44,127 13	3,980 95
	$638,989 86	$ 89,044 39

For the first eleven months of the year (Chicago, St. Paul & Minneapolis) the operating expenses of the entire line were 54.56 per cent of gross earnings for the same period. In Minnesota the prorated operating expenses were $70,015.34, exclusive of rent of Hudson branch, $9,716.63; payments to St. Paul, Stillwater & Taylors Falls railroad, $35,000; total in Minnesota, $114,832.20, leaving a net balance of $20,247.62 for the eleven months out of the gross earnings in the state for the same period. Taxes in same 11 months were $2,758.76 in Minnesota.

REGULATIONS, MAILS, ETC.

Trains stop 400 feet from railroad crossings, and at highways ring bell and sound whistle. Use Miller's coupler, buffer and platform. Westinghouse air brakes and hand brakes on each car.

Government pays about $60 per mile per annum on the main line, and $25 on the Stillwater branch, for carrying the U. S. mails.

The American Express Company pays a per diem on limited tonnage, taking freight at depots.

The Chicago, St. Paul & Minneapolis Railway Company hauls cars of all railroad and transportation companies in interchange of business, paying for use of same ¾ cent per mile for freight cars.

ACCIDENTS.

September 1, 1879, Henry Durkee, conductor of freight train, at Posts station, fell, caught foot under running board, and broke two or three bones.

December 13, 1879, N. Bouse, baggageman, at St. Paul Junction, leaned his head too far out of car, and was struck by flag, causing him to fall out and fracture his arm,

June 26, 1880, E. S. Rockwood, in St. Paul yard, was slightly injured in jumping from freight train.

June 24, 1880, Ed. Moriarity, at Stillwater Junction, was slightly injured in jumping from freight train.

NORTHERN PACIFIC RAILROAD COMPANY.

OFFICERS.

Frederick Billings, President.....23 Fifth avenue, New York.
Samuel Wilkeson, Secretary..... " " "
George Gray, General Counsel..... " " "
Robt. Lenox Belknap, Treasurer..... " " "
H. E. Sargent, General Manager Eastern Div....St. Paul, Minn.
A. Anderson, Chief Engineer.....Brainerd, Minn.
G. G. Sanborn, General Ticket and Freight Agent. St. Paul, Minn.
R. M. Newport, Auditor..... " "
Jas. B. Power, Land Commissioner..... " "

General offices—23 Fifth avenue, New York City, and 43 and 45 Jackson street, St. Paul.

Directors.

Frederick Billings	Vermont.	Joseph D. Potts	Philadelphia.
Johnston Livingston	New York.	J. Frailey Smith	"
Joseph Dilworth	Pittsburgh.	J. M. Denison	Baltimore.
C. B. Wright	Philadelphia.	Alexander Mitchell	Milwaukee.
B. P. Cheney	Boston.	J. C. Ainsworth	Oregon.
Hugh McCullough	New York.	Walton Ferguson	New York.
James B. Williams	New York.		

Executive Committee—Messrs. Billings, Cheney, Harris, Livingston, McCulloch and Potts.

Annual Election—Last Wednesday in September. Person to address concerning this report, R. M. Newport.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $100,000,000.)

Common stock issued	$ 49,000,000 00
Preferred stock issued	51,000,000 00
	$100,000,000 00
Proportion for Minnesota, 228.5 miles of a total of 2,250 miles.	10,155,555 00
Six per cents first mortgage bonds, due 1819	3,881,834 41
Floating debt	1,404,967 10

No part of bonds applicable to road in Minnesota and at present impossible to determine proportion for Minnesota of floating debt.

Length in Minnesota—

From Northern Pacific Junction to Moorhead	228.23
From Duluth to N. P. J. (operated jointly with St. P. & D. R. R. Co.).	23.66
From Sauk Rapids to Brainerd (Western R. R. of Minn.)	60.50
From St. Paul to Sauk Rapids (leased use of St. P., M. & M. track)	75.50
Total number of miles	387.89
Additional sidings (St. P., M. & M. excepted)	35.71
Number of miles steel rail	205.50

Stations, etc.—Number of stations 54, and of common points 23; 134 wooden bridges, aggregate length, 18,062 feet, exclusive of St. P., M. & M.—25.33 miles of wire fence and 33 miles of board @ 94 cents per rod.—R. R. crossings at grade: St. P., M. & M. at Glyndon, and M. & St. L. near Minneapolis Junction.

Equipment—52 locomotives, weighing from thirty to forty, 4 from twenty to thirty, and 2 from ten to twenty tons, all exclusive of tender; 8 first class and 13 second class passenger cars, 12 express and baggage cars, 760 box freight and stock cars, 662 flat and coal cars, 71 other cars and 175 hand cars. The foregoing equipment is used also on the road in Dakota.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage—Of passenger trains	385,583
Of freight and mixed trains	429 503
Total train mileage	815,086

Empty freight car mileage, 3,764,216.

The speed of trains is from 20 to 30 miles per hour for passenger and from 12 to 15 for freight. The average rates are 3.99 cents per mile for passengers and 2.4 cents per ton per mile for freight.

Tonnage—

Grain	76,298
Agricultural products except grain	1,389
Flour, meal and millstuffs	10,769
Provisions	8,105
Manufactures	20,483
Animals	5,509
Lumber	48,140
Other forest products	35,658
Iron, lead and mineral products	71
Stone, brick, lime, cement, sand, &c	4,188
Coal	4,284
Merchandise and other articles	38,737
Total	253,631

Passengers—Whole number carried, 111,782 number carried one mile, or passenger mileage, 9,553,517; average distance traveled by each, 85 miles.

Fuel consumed—Wood, 28,878 cords, and of coal, 7,254 tons.

Commodities shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Prod.	Lumber.	Other Prod. of the Forest.	Mdse. and Miscel. freight.
Eastward.	*Bushels.*	*Bushels.*	*Bbls.*	*Tons.*	*M ft.*	*Tons.*	*Tons.*
Rice's	52,545			5	11		33
Royalton	16,573		2	3	5		8
Little Falls	52,570		1	46		1,950	67
Belle Prairie	2,614	25				432	6
Ft. Ripley				2			4
Brainerd	437	247	115	140	76	30	331
Aitkin			28	4		39	47
Withington					5		
Pillager				1			
Motley	33,525		9	32	90		12
Aldrich	5,820		58	33	1	20	30
Verndale	18,811	28	10	23	1		30
Wadena	89,545		80	24	19		43
New York Mills	1,319				21		35
Perham	106,291	513	1,894	54		4	110
Frazee City	30	13	3,207	8	6	1	76
Detroit	27,790		883	26			96
Audubon	32,314	41	347	10			24
Lake Park	72,306	41	2	20			51
Hawley	48,799		5	15			11
Glyndon	245,301	703	20	183	6	1	169
Moorhead	243,561	736	1,345	40			284
Dakota Div. stations, west of Moorhead	1,156,642	4,350		1,984	21	1	1,130
Total	2,206,793	6,697	8,006	2,653	262	2,478	2,597
Total in tons	66,204	134	801	2,653	458	2,478	2,597
Westward.							
S. Paul	33	335,559	6,880	8,887	732	73	25,321
Minneapolis	438	17,335	6,051	1,844	1,010	22	9,554
St. Anthony	30	806		25	1,794	12	826
Anoka			3	10	2,171	1	48
Itasca			6	1	6		16
Elk River		70	301	12	40	30	157
Big Lake		4		8			64
Becker				78			
Clear Lake		69	112	60		20	14
St. Cloud	822	64,192	3,707	236	44	2	517
Sauk Rapids		1,380	10,939	267	2		286
Rice's	7,469		1	3		180	2
Royalton	5,835	246	3	3		250	12
Little Falls	20,360	24	89	159		1,790	24
Belle Prairie	7,643			1			2
Ft. Ripley		6	3				1
Brainerd	1,500	23,940	505	729	2,580	2,661	1,156
Duluth	2,908	17,247	16	4,634	7,046	2,396	22,743
Fond du Lac			1	1		650	
Thomson		9	1	27	2,791	582	16
Thomson Junction		27	50	61	2,748	4,120	48
Aitkin			13	264	29	5,140	277
Withington						104	
Motley	744		33	62	3,015	1,240	578
Aldrich	241	1	15	2	29	1,500	166
Verndale					20	1,002	12
Wadena		40		13	257	1,002	208
New York Mills				6	670	3,386	424
Perham	3,539	673	460	63	1,653	553	478
Frazee City		11	5,931	12	562	1,853	646
Detroit		769	1,586	32	7	1,843	111
Audubon	200	646	114	29	6	394	131
Lake Park		1,314	1	77	6	330	35
Hawley	800	5,613	136	43	12	10	58
Glyndon	1,426	15,361	2,999	3,601	17		317
Total	53,988	485,342	39,956	21,250	27,247	31,146	64,248
Total in tons	1,620	8,365	3,995	21,250	47,682	31,146	64,248

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.			Total Receipts.
	For'd.	Rec'd.	Receipts.	From.	To.	Receipts.	
	Tons.	*Tons.*		*Number.*	*Number.*		
St. Paul	42,159	5,610		12,710	6,679		
Minneapolis	14,106	13,127		2,562	3,957		
St. Anthony	4,017	99		805			
Anoka	3,858	12.		820	52		
Itasca	27			205	9		
Elk River	301	4		309	126		
Big Lake	72	10		274	42		
Becker	78			181	8		
Clear Lake	107	5		235	69		
St. Cloud	2,283	156		517	884		
St. P., M. & M. mileage pass.				45,030	45,030		
Sauk Rapids	1,673	180		1,424	1,225		
Rice's	2,043	588		826	777		
Royalton	962	405		800	597		
Little Falls	6,233	1,860		2,261	1,915		
Belle Prairie	748	140		539	453		
Ft. Ripley	7	65		470	286		
Crow Wing		1		29	149		
Brainerd	10,207	7,817		4,439	4,179		
Duluth	42,468	55,578		4,024	850		
Fond du Lac	651	1		42	38		
Thomson	5,511	54					
N. P. Junction	9,044	470		184	269		
Norman		13		228	103		
Island Lake	1	12		310	151		
Sicotte's		18		262	188		
Kimberly		9		257	261		
Aitkin	5,826	2,966		2,697	2,170		
Withington	114	32		359	150		
Pillager	1						
Clayton				29	257		
Motley	8,385	2,172		1,082	941		
Aldrich	1,992	621		1,119	871		
Verndale	1,669	979		597	1,261		
Gull River				329	371		
Wadena	4,469	1,835		1,833	1,484		
Bluffton		24		125	124		
New York Mills	5,102	668		494	909		
Perham	7,707	1,383		1,798	1,453		
Frazee City	4,504	863		1,047	704		
Detroit	3,212	2,061		2,235	2,114		
Audubon	1,632	837		1,260	1,066		
Lake Park	2,714	1,503		1,496	1,437		
Hawley	1,750	984		823	861		
Muskoda		44		90	93		
Smyser's Siding		24		183	2,859		
Glyndon	12,278	20,025		5,130	5,414		
Moorhead	7,777	5,794		2,924	2,584		
Dakota div. stations west of Moorhead	37,943	124,582		6,729	16,362		
Total	253,631	253,631	$1,251,537 69	111,782	111,782	$381,015 22	$1632,552 91

Gross Earnings—

Freight	$1,251,537 69	Express	$ 32,080 88
Passengers	381,015 22	Miscellaneous	1,464 79
Mails	23,386 03		
		Total	$1,689,484 61

Operating Expenses—

Maintenance of way	$ 315,199	Motive power and care	$ 180,082
Maintenance of buildings	8,801	Train employees	52,362
Maintenance of locomotives	38,578	Agents and station labor	48,927
Maintenance of passenger cars	22,007	Other transportation expenses	73,059
Maintenance of freight cars	38,154	General expenses	26,932
		Total	$ 804,101

Ratio of passenger to freight earnings, as 1 to 3.28.

Average gross earnings per mile of road	$ 4,348 74
Average gross earnings per train mile	2 07

The operating expenses were 47.6 per cent of gross earnings.

Operating expenses per mile of road	$ 2,069 75
Operating expenses per train mile	0 98
Net earnings	885,383 80
Net earnings per mile of road	2,278 98
Net earnings per train mile	1 09

The payments, in addition to operating expenses, were for improvements and betterments, $115,660; additional equipment, $178,357.63; taxes, $27,381.58; to Western Ry. Co., $90,848.97; to St. P., M. & M. Ry. Co., 41,008.33; total, $453,256.51.

GENERAL BALANCE, JULY 1, 1880.

Assets—

Property acquired under decree	$ 90,549,557 55
Construction—cost of new road in bonds and stock at par	5,147,602 39
Equipment	1,243,531 05
Improvements and betterments	979,429 58
Supplies	1,894,636 13
N. P. R. R. stock and other investments	6,127,085 86
Bills receivable	1,760 28
Cash	401,824 58
Land department expenses	136,099 95
Accounts receivable	705,268 57
Total	$107,186,795 94

Liabilities—

Capital stock, common	$ 49,000,000 00
Capital stock, preferred	43,412,645 12
Bonded debt	3,881,834 41
Accounts payable	915,883 65
Bills payable	489,083 45
Land sales	8,205,964 57
Profit and loss	1,281,384 74
Total	$107,186,795 94

REGULATIONS, MAILS, ETC.

All trains come to a full stop before crossing other railroads, whistle eighty rods from highways and ring the bell until crossed. Use Miller's platform and coupler, and the Westinghouse automatic air brake.

Since July 1, 1879, the compensation for carrying U. S. mails has been $13,445.05 on Minnesota division, and $5,264.50 on Western Ry. division for one daily mail each way. Since January 1, 1880, the Northern Pacific has run its own express.

LANDS.

Whole number of acres received	990,619.30
Whole number of acres to enure	1,946,980.70
Sold and contracted to be sold, year ending June 30, 1880, acres	15,457.00
Receipts from lands, year ending June 30, 1880	$41,676 00
Sold and contracted to be sold in all years to June 30, 1880, acres.	406,776.81
Receipts from lands in all years to June 30, 1880	$2.398,355 42
Sold and contracted to be sold, July 1 to Dec. 1, 1880, acres	15,591.00
Receipts from lands, July 1 to Dec. 1, 1880	$39,667 00
Average price per acre during the year	3 12
Average price per acre at which now offered	3 00

GENERAL REMARKS.

Chartered, by congress, July 2, 1864, as the Northern Pacific Railroad Co.

Sold August 12, 1875, for $100,000 cash to the purchasing committee of the bondholders of the Northern Pacific Railroad Co. for all the bondholders who shall have assented to the plan of reorganization adopted June 30, 1875, and surrendered their bonds for preferred stock of the reorganized company in accordance with said plan.

The main line, Duluth to Moorhead (252½ miles) was opened about September 1, 1871.

Western Ry., of Minn., Brainerd to Sauk Rapids, Minn., 60½ miles, was leased May 1, 1878, the terms being 35 per cent of gross earnings for first five years, 40 per cent thereafter. Lease to continue for ninety nine years from May 1, 1878.

The Northern Pacific has a permanent contract with the St. P., M. & M. Ry. Co., whereby its trains run through between Sauk Rapids and St. Paul, seventy-five and one-half miles, paying for this privilege $40,000 per annum and a proportion of the station expenses and maintenance of road, based on the wheelage of the trains of each company.

The original Northern Pacific Ry. Co. was by joint resolution of May 31, 1870, authorized to issue its bonds and secure the same by mortgage on all its property, rights and franchises, including the franchise to be a corporation.

Some thirty million dollars of bonds were issued. January 1, 1874, the company made default in the payment of interest, and said default continuing on the 16th of April, 1875, the trustees and certain bondholders commenced proceedings to foreclose. A committee appointed by the bondholders, under a plan of reorganization, became the purchasers of its railroad and all the property and franchises mortgaged, for the benefit of all the bondholders who should assent to said plan and exchange their bonds for preferred stock in the new organization. The re-organization was perfected September 29, 1875.

ACCIDENTS.

A. To Persons.

Austin Charles, passenger, injured near Sauk Rapids July 6, 1879. Train ran into a wash-out.

Fred Lowe, brakeman, run over while switching near Wadena, September 19, 1879. Both feet amputated.

Edward Hawley, brakeman, injured in Brainerd yard while switching, November 6, 1879. One foot amputated.

George Allen, brakeman, two fingers crushed while coupling cars at Glyndon, December 1, 1879.

Henry Sawyer, brakeman, one finger crushed while coupling cars at Verndale, January 1, 1880.

Ole Wick, run over near Audubon, February 17, 1880. Supposed to have been drunk on track.

B. To Trains.

July 6, 1879, passenger train ditched near Sauk Rapids—caused by wash-out. One passenger injured.

August 16, 1879, freight train ditched two miles south of East St. Cloud—cause, broken axle under C., M. & St. P. car No. 117. No one injured.

Extra freight going west collided with work train three and a half miles west of Wadena—accident owing to failure to use flag order against work train. No one injured. Accident occurred August 22, 1879.

September 6, 1879, freight train, while standing in wood yard at Kimberly, was run into by second section. No one injured.

September 10, 1879, freight train ditched five miles east of Brainerd, caused by brake-beam coming down. No one injured.

November 13, 1879, freight train broke in two, and detached portion was run into by second section. No one injured.

November 14, 1879, extra freight was ditched near Island Lake, caused by broken axle under freight car. No one injured.

December 28, 1878, passenger train ran off the track near Motley, caused by spreading of the rails. No one seriously injured.

June 16, 1880, freight train ran off track at Rice's Point, caused by misplaced switch. No one injured.

The following supplementary report has been made for the Western R. R. Co., the operations of whose road are included in the report of the Northern Pacific.

WESTERN R. R. CO. OF MINNESOTA.

The officers are Geo. L. Becker, President; L. E. Reed, Vice-President; R. M. Newport, Secretary and Treasurer; and J. B. Power, Land Commisioner, all of St. Paul.

Directors—Geo. L. Becker, Alexander Ramsey, L. E. Reed, F. R. Delano and R. M. Newport, all of St. Paul; and Johnston Livingston of New York; Fred'k Billings of Woodstock, Vt.; Chas. B. Wright of Philadelphia and Geo. Stark of Nashua, N. H. The executive committee are Messrs, Becker, Livingston, Billings and Wright.

Annual election, 1st Wednesday in June.

CAPITAL STOCK, DEBT, ETC.

Common stock issued (on account of construction)	$100,100
This stock was all issued May 1, 1877, to present stockholders at par.	
First mortgage bonds, due May 1, 1907, 7 per cent interest	$500,000
Land grant mortgage bonds, due May 1, 1907, 7 per cent	100,000
Total debt	$600,000

From the sale of above bonds there was realized the sum of $250,000 cash.

Total of stock and debt $700,100 or $11,570.25 per mile of road.

The cost of the road was $9,263.42 for right of way, and for construction $680,378.85; total $689.642.27 or $11,399.04 per mile of road.

GENERAL BALANCE, JULY 1, 1880.

Assets—	
60½ miles of road at cost	$689,642 27
Cash in hands of Treasurer and balances due from individuals	121,571 67
	$811;213 94

Liabilities—

Capital stock	100,100 00
F. M. bonds due in 1907	500,000 00
L. G. bonds due in 1907	100,000 00
Interest on bonded debt accrued, not yet due	7,653 33
Unpaid vouchers	1,560 64
Profit and loss	101,899 97
	$811,213 94

LANDS.

Acres received of grant	290,830
Acres to inure	99,570
Sold and contracted to be sold, year ending Dec. 3, 1879, acres	15,196.40
Receipts from lands	$ 20,685.79
Sold and contracted to be sold in all years to Dec. 31, 1879, acres	19,819
Receipts from lands in all years to Dec. 31, 1879	$ 26,146.59
Average price per acre during the year	3.05
Average price at which now offered	1.25 to $8

GENERAL REMARKS.

The Western R. R. Co. of Minn. was incorporated under the provisions of Title 1, of Chapter 34 of the General Statutes of Minnesota, and amendments thereto, January 29th, 1874.

A dividend of 10 per cent on capital stock was declared June, 1879.

The work of construction was commenced about the 25th of May, 1877, and the road from Brainerd to Sauk Rapids, 60½ miles, was completed November 1st, 1877.

From that date until May 1st, 1878, it was operated by this company.

May 1st, 1878, the road was leased to the Northern Pacific Railroad Co. for a term of 99 years, at a yearly rental of 35 per cent of its gross earnings for the first five years, and 40 per cent thereafter.

MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY.

OFFICERS.

W. D. Washburn, President	Minneapolis.
R. B. Langdon, Vice-President	"
W. D. Hale, Secretary	"
A. H. Bode, Treasurer and General Freight and Ticket Agent	"
I. Atwater, Solicitor	"
C. F. Hatch, General Manager	"
E. W. Gaylord, Superintendent	"
W. W. Rich, Chief Engineer	"
M. P. Hawkins, Auditor	"

General offices at Minneapolis.

Directors—W. D. Washburn, C. C. Washburn, J. K. Sidle, R. I. Baldwin, C. F. Hatch, R. B. Langdon, John Martin, C. I. Martin, C. H. Pettit, W. W. McNair, W. D. Hale, R. P. Russell, Isaac Atwater, J. S. Pillsbury, H. T. Welles, Franklin Steele and A. H. Bode, all of Minneapolis.

Executive Committee—Messrs. W. D. Washburn, Langdon, Welles, John Martin and Pettit. Date of annual election of directors—2d Tuesday in October. Person to address concerning this report. Mr. A. H. Bode.

CAPITAL STOCK, DEBT, ETC.

(Capital stock authorized, $2,000,000.00.)

Common stock issued (construction account), all paid up		$ 2,000,000 00
7 per cent. (gold) 1st mortgage bonds, on line from Minneapolis to Merriam Junction, due Jan. 1, 1907		455,000 00
7 per cent. (gold) 1st mortgage bonds, on line from Merriam Junction to Albert Lea, due Feb. 1, 1927		950,000 00
7 per cent. 1st mortgage bonds, on line from Albert Lea to Fort Dodge, due June 1, 1907		495,818 49
Total bonded debt		$ 1,900,818 49
Floating debt		1,000,000 00
Total debt		$ 2,900,818 49
Total stock and debt per mile of road (210 miles)		23,337 23
Proportion of stock for Minnesota		2,000,000 00
Proportion of debt for Minnesota		1,926,234 13

COST OF ROAD.

Of right of way, entire line, Minneapolis to Fort Dodge		$ 59,762 55
Of right of way in Minnesota, Minneapolis to State line	$ 51,838 26	
Of construction, entire line, Minneapolis to Fort Dodge		4,281,742 17
Of construction in Minnesota, Minneapolis to State line	$ 3,521,876 14	
Of present equipment, applying to 210 miles of road		319,920 22
Of present equipment, average per mile of road	$ 1,523 43	
Of other real estate used exclusively in operating the road		89,181 73
Total cost, including equipment of road from Minneapolis to Fort Dodge		$ 4,750,606 67
Total cost, including equipment, per mile		22,621 93

CHARACTERISTICS OF ROAD.

Length—

Main line, from Minneapolis to Albert Lea	108
Main line, from Albert Lea to Fort Dodge, Iowa	102
Total owned	210
(Minneapolis & Duluth R. R.) Minneapolis to White Bear Lake	15
Total number of miles	225

of which 136 miles in Minnesota, and 89 in Iowa.

Additional track and sidings 25

No steel rail.

The length from Minneapolis to White Bear is leased of the Minneapolis & Duluth R. R. Co., the rental being the interest on the bonded debt of the said company of $280,000, at the rate of 7 per cent. per annum in gold.

The length from Albert Lea to Fort Dodge was opened to the State line in November, 1879, and to Fort Dodge the last of June, 1880, the average length operated for the whole year between Albert Lea and the State line being 7¾ miles, and between the State line and Fort Dodge 45 miles.

The Minneapolis & St. Louis Ry. Co. has leased from the St, Paul & Duluth R. R. Co. the right to run trains from White Bear Lake to Duluth, a distance of 143 miles, and has made use of that right since May 17, 1880. The rental is $50,000 per year.

Stations—19 in Minnesota.

Bridges and Trestles—Of wood, 49 bridges, aggregating 5,172 feet in length, and 64 trestles, aggregate length 11,975 feet.

Fences—50 miles of board and wire, costing $11,200, or 70 cents per rod.

R. R. crossings at grade—St. P., M. & M. at East Minneapolis, H. & D. at Chaska, St. P. & S. C. at Merriam, W. & St. P. at Waseca, and S. M. at Albert Lea.

Equipment—14 locomotives, weighing between 30 and 40 tons, and 2 between 20 and 30 tons, exclusive of tender, 6 first and 2 second-class passenger cars, 3 express and baggage cars, 255 box freight and stock cars, 162 flat and coal cars, 2 iron, 10 caboose and 44 hand cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage, run in Minnesota by passenger trains	127,965
" " freight "	229,409
Whole number of train miles	357,374

Speed of trains, miles per hour—Passenger, highest allowed 30, schedule rate, including stops, 25; freight, highest 15, schedule 12.

Tariffs, average rates per mile—2.38 cents for through, and 3.55 cents for local passengers; 1.47 cents for through, and 2.47 cents per ton for local freight.

Tonnage—

Grain	83,134
Other agricultural products	3,499
Flour and meal	66,296
Provisions	2,631
Manufactures	32,181
Animals	6,311
Lumber	56,060
Other forest products	37,569
Iron, lead and mineral products	8,525
Stone, brick, lime, cement, sand, etc	6,042
Coal	34,189
Merchandise and other articles	42,340
Total number of tons	378,777

Passengers, whole number carried, 94,596; passenger mileage, or number carried one mile, 2,990,667; average distance traveled by each, 31.5 miles.

Fuel consumed—15,782 cords of wood.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Agricultural products.	Lumber,	Other Forest products.	Mdse. and Miscellaneous.
Northward.	*Bushels.*	*Bushels.*	*Bbls.*	*Tons.*	*M feet.*	*Tons.*	*Tons.*
East Minneapolis..	13	346	57	100	123	45	142
Minneapolis.....	3,604	3,075	225,012	4,214	276	432	2,544
Eden Prairie.....	22,016	767	18	.....	.....	.....	2
Chaska.....	126,088	13,514	2	72	.....	580	1,082
C., M. & St. P. Ry..	93,949	9,994	17	21	.....	20	874
Carver.....	110,029	26,669	876	190	.....	.....	1,597
Merriam Junction..	2,271	.....	.....	1	.....	30	298
St. P. & S. C. R. R..	611,130	64,167	340	1,060	14	132	818
Jordan.....	19,828	537	6,408	263	.....	10	132
Helena.....	10,469	.....	10	2	.....	20	277
New Prague.....	126,621	875	12	101	.....	1	411
Montgomery.....	50,429	286	361	178	36	8,060	95
Kilkenny.....	8,373	.....	2	66	26	2,990	34
Waterville	71,919	563	.....	109	48	1,520	131
Waseca.....	103,808	.....	340	380	29	330	354
Richland.....	88,054	7,148	380	65	.....	.....	110
Hartland.....	64,101	904	.....	16	.....	.....	50
Manchester.....	24,463	.....	.....	.....	.....	.....	.....
Albert Lea.....	114,053	365,229	.....	428	20	22	424
B., C. R. & N. Ry...	490	413,634	6,429	16,946	522	985	38,048
C. I. Ry.....	.....	4,331	.....	47	.....	.....	17
Twin Lakes.....	56,471	.....	3	.....	.....	.....	25
Norman	13,846	.....	.....	10	.....	1	1
Lake Mills.....	100,681	1,388	.....	44	.....	.....	97
Benson's Grove....	.....	.....	.....	1	.....	.....	1
Forest City.....	28,173	5,849	.....	47	.....	.....	125
Britt.....	.....	.....	.....	.....	.....	.....	5
Fort Dodge.....	.....	.....	.....	2	.....	.....	.....
Total of each class	1,850,909	919,276	240,267	24,364	1,094	15,177	43,792
Total in tons.....	55,527	20,306	24,026	24,364	1,560	15,177	43,792
Southward.							
Duluth.....	1,147	.....	.....	1,027	.....	.....	947
St. P. & D. R. R....	176,164	359	12	2,760	3,454	8,773	13,905
White Bear.....	.....	.....	162	504	43	246	132
East Minneapolis..	.....	.....	.....	15,192	3,713	150	68
Minneapolis.....	419	9,098	349,771	.....	30,716	6,840	15,862
St. P., M. & M. Ry..	.....	.....	.....	.....	.....	.....	15
Hopkins.....	9	.....	3,806	20	.....	20	4
Eden Prairie.....	.....	.....	.....	.....	.....	.....	1
Chaska.....	32	.....	.....	84	.....	10	326
Carver.....	395	.....	1	2	.....	9	28
Merriam Junction..	.....	410	1,665	3	.....	.....	50
St. P. & S. C. R. R..	302	44,327	1,675	5,051	21	123	1,136
Jordan.....	1,927	353	64,495	1,932	.....	36	35
New Prague.....	.....	3	.....	68	.....	.....	126
Montgomery.....	1,240	.....	414	4	.....	1,410	69
Kilkenny.....	.....	.....	.....	1	64	2,710	270
Waterville.....	800	.....	.....	8	40	2,064	5,385
Waseca.....	2,021	12	531	118	28	.....	1,186
Richland	2,127	3,187	152	18	.....	.....	146
Hartland.....	1,036	437	.....	37	.....	.....	40
Manchester.....	.....	.....	.....	.....	.....	.....	339
Albert Lea.....	1,197	.....	.....	25	51	.....	367
Twin Lakes.....	.....	.....	5	24	.....	.....	18
Norman	.....	.....	.....	.....	2	.....	2
Lake Mills.....	.....	.....	.....	1	.....	.....	5
Forest City.....	.....	.....	.....	.....	.....	.....	1
Total of each class	188,816	58,186	422,689	26,881	38,132	22,392	40,682
Total in tons.....	5,664	1,636	42,269	26,881	54,500	22,392	40,682

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.		
	For-warded.	Rec'v'd.	Receipts.	From.	To.	Receipts.
	Tons.	*Tons.*		*Number*	*Number*	
Duluth	2,016	14,157	$ 3,605 13			
White Bear	3,558	2,345	4,898 82	3,854	3,620	$ 1,461 07
East Minneapolis	5,430	2,723	4,951 87			
Minneapolis	154,660	152,441	175,600 17	30,916	30,753	35,214 85
Hopkins	713	590	707 21	2,065	2,187	634 18
Eden Prairie	681	302	656 50	1,613	1,819	844 10
Chaska	6,186	2,684	7,983 37	5,990	5,561	4,470 22
Carver	4,311	1,264	5,743 32	3,549	3,389	2,295 35
Merriam Junction	967	444	1,366 90	2,769	2,239	1,768 14
Jordan	10,501	5,042	19,169 56	3,192	3,040	2,375 05
Helena	747	34	790 38			
New Prague	4,892	1,628	5,820 18	1,987	1,946	1,569 29
Montgomery	10,808	881	12,075 28	2,068	1,998	1,674 55
Kilkenny	6,803	336	6,446 87	1,391	1,346	1,094 55
Waterville	11,357	977	15,837 51	2,126	2,220	1,921 95
Waseca	5,513	2,416	13,435 46	5,519	4,873	6,250 11
New Richland	3,483	1,728	10,323 60	2,016	1,945	1,639 64
Hartland	2,197	1,036	6,465 14	1,382	1,196	996 05
Manchester	883	52	2,457 72	325	272	149 85
Albert Lea	17,692	11,115	24,854 83	5,375	5,507	9,653 40
Twin Lakes	1,847	329	5,359 12	418	320	173 00
Norman	431	255	1,429 97	389	373	191 70
Lake Mills	3,265	1,701	10,480 27	1,168	1,099	903 78
Benson's Grove	1	32	10 67	120	161	48 35
Forest City	1,146	1,851	3,809 91	929	864	856 30
Britt	6	65	20 26	73	90	68 75
Corwith		24				
Livermore				6	4	6 00
Humboldt				4	2	3 92
Fort Dodge	2		11 79		4	
St. Paul & Duluth R. R.	32,624	44,662	12,753 06	4,393	5,652	2,043 23
St. P., M. & M. Ry.	15	1,240	18 47			
C., M. & St. P. Ry.	3,910	5,295	2,501 32	32	1,160	18 70
St. P. & S. C. R. R.	24,522	27,436	20,883 78	3,851	3,939	4,302 04
B., C. R. & N. Ry.	57,372	87,300	91,454 01	5,298	4,794	12,595 49
C. & N. W. Ry.		1	439 36		523	163 00
Central Iowa R. R.	294	6,391	423 20	1,700	1,700	1,070 00
Storage, mileage, ex. bag.						507 75
Total of above	378,776	378,776	$ 472,785 11	94,596	94,596	96,964 66

EARNINGS AND EXPENSES.

Gross earnings—		*Operating expenses—*	
Freight	$ 472,785 11	Maintenance of way	$ 81,986 59
Passengers	96,964 66	Maintenance of buildings	9,194 44
Mails	8,353 49	Maintenance of rolling stock	51,186 40
Express	4,360 01	Conducting transportation	162,010 39
Total	$ 582,463 27	General expenses	35,553 04
		Total	$ 339,930 86

All of which in Minnesota, excepting $4,378.57 of earnings, and $6,176.52 of operating expenses.

Rates of passenger to freight earnings, as 1 to 4.6.

Average gross earnings per mile (123 miles) of road, $4,735.47.

Average gross earnings per train mile, $1.59.

The operating expenses were 58.36 per cent. of gross earnings.

Average operating expenses per mile of road, $2,713.45.
Average operating expenses per train mile, $0.93.
Excess of earnings over operating expenses, $230,970.71.
Average of the same per mile of road, $1,877.81.
Average of the same per train mile, $0.63.

The foregoing items are not absolutely correct. The company have operated 34 miles of road from Albert Lea south, an average of 6 months, 1 train each way per day, 3 stations, and only a local trade. Earnings and expenses very light, and both included in gross amounts given in this report. Have also operated the line from White Bear to Duluth, 141 miles, about 1½ months during the year, and the earnings and expenses are included in the gross amounts given in this report, and were not kept separately. In addition to the 123 miles of old road used for these items, there should be added 141.34 miles for the time they were operated respectively, which would reduce the amount of these items slightly. Exact figures cannot be given.

Payments for the year in addition to operating expenses—

Construction account	$ 870,856 56	Taxes	11,561 70
Real estate bought	23,445 97		
Interest on bonds	152,950 00	Total	$1,095,641 20
Additional equipment	36,826 97		

GENERAL BALANCE SHEET, JULY 1ST, 1880.

Assets—

Construction account	$ 4,281,742 17
Equipment account	319,920 22
Lands in Minneapolis	89,181 73
Cash	27,736 17
Due from agents and companies	15,670 20
Materials and supplies	31,366 53
Profit and loss	213,358 04
	$ 4,978,975 06

Liabilities—

Capital stock	$ 2,000,000 00
Funded debt	2,405,000 00
Notes payable	408,334 31
Vouchers and accounts	165,640 75
	$ 4,978,975 06

LEGULATIONS, MAILS, ETC.

Before crossing highways, engineer must give two short and one long blast with whistle 200 yards distant, and bell must be rung until crossing is passed.—Compliance with State law found sufficient as to crossing other R. Rs.—Use Miller's platform and coupler between passenger cars, and the Westinghouse automatic air-brake.

Carry one mail each way daily over entire line. Compensation not yet fixed.

The American Express Company runs on the road between Minneapolis and Fort Dodge; rates special and 1½ first-class; takes freight at depots. The U. S. Express Company runs between Minneapolis and White Bear: rates special and 1½ first-class.

The Minneapolis & St. Louis Railway company was incorporated in 1853, as Minnesota Western. Road from Minneapolis to Merriam Junction, 27 miles, completed in December, 1871, and from Merriam Junction to Albert Lea, 81 miles, November 3, 1877.

The branch (Minneapolis & Duluth Railroad) from Minneapolis to White Bear, was completed in August, 1871. The Minneapolis & Duluth road is operated by the Minneapolis & St. Louis under a 999 years' lease. Consideration—the Minneapolis & St. Louis pays the interest (7 per cent. per annum in

gold) on the bonds, amounting to $280,000.00, of the Minneapolis & Duluth Company.

The road from Albert Lea to the Iowa State line, 13 miles, was completed in November, 1879, and the length from the State line to Fort Dodge, Iowa, 89 miles, on June 28, 1880.

For an annual consideration of $50,000, the M. & St. L. Co. temporarily runs its trains over the St. Paul & Duluth road from White Bear to Duluth, 143 miles.

It operates also the Fort Dodge & Fort Ridgely R. R., from Livermore to Fort Dodge, Iowa, 29 miles, under permanent lease, in consideration of constructing the road. Has temporary contract with St. P. & S. C., St. P., M. & M., and a 3 years' contract with St. P. & D. R. R. Also temporary contract with the Iowa Central, and a permanent contract with the B., C. R. & N. Ry.

ACCIDENTS.

A. To Persons.

1879—

Robert T. Williams, July 11, Minneapolis yard: struck and killed by train while walking on track.

Edward Martin, July 14, ——, Hopkins, drunk and asleep on track in the night: killed.

I. H. Gilder, August 20, Kilkenny, crossing track ahead of engine: injured.

Thomas Oden, September 15, Minneapolis, porter of sleeping car, head out of window; struck by cattle shute and killed.

Wm. Nixon, September 8, East Minneapolis, fell from top of car while intoxicated; slightly injured.

T. D. Unger, September 10, Minneapolis depot, chambered between cars on crossing; injured.

Daniel O'Brien, September 12, Minneapolis yard, stepped upon pilot of engine while in motion; injured.

N. O. Styver, September 15, Minneapolis, head out of window watching runaway; struck by cattle shute and injured.

George Griffin, September 25, White Bear, coupling cars; arm slightly injured.

Hans Anderson, October 7, Minneapolis yard: man was dead upon the track when engine passed over him.

Lewis Graham, October 13, White Bear, foot caught in frog while coupling and crushed badly.

S. F. Kennedy, October 31, Minneapolis yard, coupling cars; finger crushed.

Charles Santony, November 10, Minneapolis yard, coupling cars; back injured.

Charles Santony, November 26, Hartland, coupling cars; forefinger crushed.

Wm. Mitchell, Nov. 26, south of Albert Lea, struck on knee by cross tie; injured.

Geo. W. Cassidy, November 29, Summit, coupling cars; thumb crushed.

E. Bodey, November 30, Minneapolis, coupling cars; two fingers crushed.

N. Coyne, December 12, Minneapolis, coupling cars; thumb and two fingers crushed.

Geo. Hartnett, December 13, Minneapolis yard, tried to cross train standing on crossing; injured.

Frank Rochetzka, December 30, Jordan Bridge, intoxicated and tried to cross bridge; killed.

1880—

Robert Valentine, January 17, Minneapolis yard, head struck First street bridge; injured.

Charles Santony, February 18, Merriam Junction, fell from top of car, striking frozen ground; instantly killed.

E. Body, February 26, Minneapolis yard; finger crushed while coupling cars.

Charles Woodruff, February 26, Minneapolis yard; finger crushed while coupling cars.

Joseph Mackey, March 1, Waterville, struck by water-spout; injuries insignificant.

John O'Dell, March 15, Minneapolis yard; finger crushed while coupling cars.

I. Lowery, March 24, Minneapolis yard; hand badly crushed while coupling cars.

W. H. Thomas, March 26, Minneapolis yard; struck while passing under bridge, or hurt by stone thrown.

S. S. Johnston, March 26, Merriam Junction; sprained his ankle while switching cars.

Henry Fall, April 6, Kilkenny, coupling cars; shoulder and chest slightly injured.

Thomas Crandall, April 20, North Manchester, struck by mail crane; head injured.

S. A. Wood, May 8, Minneapolis yard, switching cars: leg amputated below the knee.

Chas. P. Usher, May 18, Wyoming, fell from top of car; ankle sprained; train not in motion.

P. M. Maloney, May 19, south of Duluth, fell from top of car while intoxicated; shoulder dislocated.

A. Irish, June 9, Minneapolis yard, coupling cars; hand crushed.

M. Pomethy, June 29, East Minneapolis, struck by switch target; head injured.

B. To Trains.

1879—

July 3, freight No. 8, off track, cause unknown; 9 cars injured.

September 3, special passenger, struck cars standing close to main line upon side track; cab of engine broken; steam chest and cylinder head damaged, and caboose and flat car injured.

September 22, switch engine struck by car from broken train, down grade; damage slight.

October 15, on transfer track, switch refused to work, cars struck engine; damage small.

November 2, freight No. 8 struck hand cars on curve, destroying one.

December 25, extra freight south, broken rail; 3 cars and caboose injured; trucks torn off and draft irons broken; conductor and baggageman slightly bruised.

1880—

January 3, freight No. 10 off track, broken axle; 3 cars damaged.

February 3, freight No. 19, broken rail; 5 cars detached and 5 thrown from track; damage trifling.

February 4, freight No. 16, broken rail; 5 cars ditched, 2 off track, pair of trucks and draft irons broken; 6 car-loads of ice destroyed.

February 17, freight No. 7, broken rail; caboose off track, trucks broken, body of car injured.

March 27, freight No. 8, track out of line on curve, heavy rains; 4 cars and caboose thrown off; 13 cars damaged.

April 1, freight No. 12, stock car loaded with hay on fire; totally destroyed.

April 30, extra south; 1 car loaded with wood took fire and was destroyed.

June 1, freight No. 34, wash-out; 12 cars ditched; 11 cars loaded with flour damaged.

June 2, engine 10, while standing on transfer track, was injured by cars let down upon track by employees.

June 11, freight No. 12, car jumped track; oil box broken.

June 14, freight No. 9, Eden Prairie, struck 2 cars that had been blown from side track; damage slight.

June 14, freight No. 34, broken rail, ditched 2 cars, 1 off track; damage small.

June 16, freight No. 8, train parted, 1 car jumped track; small damage.

June 18, extra south, car loaded with coal caught fire from sparks; small loss.

June 18, freight No. 10 north, New Prague; car-load ties took fire from sparks; small loss.

June 19, freight No. 36, car jumped track and ran quarter of a mile before it was discovered; 2 cars badly injured and lot of flour damaged.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY.

OFFICERS.

J. Tracy, President and Solicitor	Burlington, Ia.
W. D. Walker, Secretary	Cedar Rapids, Ia.
Alexander Taylor, Treasurer	New York City.
C. J. Ives, General Superintendent	Cedar Rapids, Ia.
Wm. P. Clark, Chief Engineer	"
B. F. Mills, General Ticket Agent	"
A. L. Mohler, General Freight Agent	"
J. C. Brocksmit, Auditor	"
Wm. P. Brady, General Agent	"
S. K. Tracy, local attorney on line of road	Burlington, Ia.

General offices at Cedar Rapids, Iowa.

Directors—

J. Tracy	Burlington, Ia.	M. S. Bolles	Boston, Mass.
C. Bard	Norwich, Conn.	John J. Blair	Blairstown, N. J.
C. D. Close	Iowa City, Ia.	E. S. Bailey	Clinton, Ia.
J. W. Blythe	Burlington, Ia.	C. P. Squires	Burlington, Ia.
J. C. Peasley	"	E. F. Winslow	New York City.
C. Lynde	Rock Island, Ill.	One vacant.	
J. N. Dewey	Des Moines, Ia.		

Executive committee, Messrs. Tracy, Dewey, Blythe, Peasley and Bailey. Annual election, 4th Tuesday in February. Person to address regarding this report, J. C. Brocksmit.

CAPITAL STOCK, DEBT, ETC.

Common stock issued	$10,000,000 00
Proportion for Minnesota	266,638 00
First mortgage bonds, due June, 1906, 5 per cent	6,500,000 00
M. & St. L. Ry. mortgage bonds, guaranteed by B., C. R. & N. Ry. Co., due June 1, 1927, 7 per cent	150,000 00
Iowa City & Western Ry. bonds, guaranteed by B., C. R. & N. Ry. Co., due Sept. 1, 1909, 7 per cent	456,000 00
Bonds, total	$ 7,106,000 00
Floating debt	168,413 00
Proportion of debt for Minnesota	154,490 00
Proportion of debt and stock for Minnesota	421,128 00
Proportion of debt and stock per mile of road	33.528 00

On June 22, 1876, the property of the Burlington, Cedar Rapids & Minnesota Railway Co. was sold under a decree of foreclosure of mortgage, and bought in trust for the bondholders. A new company was incorporated the same day, under the present title, and the outstanding stock was issued to such bondholders, ratably, under the plan of re-organization adopted.

CHARACTERISTICS OF ROAD.

Length—

	Whole Road.	Minnesota.
Burlington, Iowa, to Albert Lea, Minn.	252.84	12.57
Linn, Iowa, to Postville, Iowa, Milwaukee division	94.13	
Vinton, Iowa, to Holland, Iowa, Pacific division	30.58	
Muscatine, Iowa, to Riverside, Iowa, Muscatine div.	48.12	
Iowa City, Ia., to What Cheer, Ia., I. C. & W. Ry.	60.00	
Whole number of miles	385.67	12.57
Additional sidings	48.10	1.37
Steel rail	180.00	.....

Of the main line, Burlington to Albert Lea, 11.02 miles from Manley Junction, Iowa, to Northwood, Iowa, are owned by the Iowa Central.

There are in Minnesota 3 stations and 1 common point; 14 wooden trestles, 438 feet long; 4.26 miles of fence, costing $1,364; and one railroad crossing at grade, viz.: S. M. at Albert Lea. The equipment is 40 locomotives of between 30 and 40, and 1 between 20 and 30 tons weight, exclusive of tender; 13 passenger cars, 17 express and baggage cars; 895 box freight and stock cars; 314 flat and coal cars; 26 other cars; 198 hand cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

The mileage in Minnesota was: of passenger trains, 15,680, and freight and mixed, 17,648; total, 33,328 train miles. The speed of trains was 22 miles per hour for passenger, including stops (schedule rate), and highest 35 miles; for freight, schedule rate, 10 miles, and highest 15 per hour. The average rates for passengers and freight were 3.05 cents per mile for the former, and 2.19 cents per ton per mile for the latter.

Tonnage—

		In Minnesota.	Entire Line.
Grain	tons	7,113	334,709.23
Other agricultural products	"	9,985	.....
Agricultural implements	"	2,363	5,045.70
Flour and meal	"	43,763	58,250.22
Provisions	"	1,465	21,948.94
Bran and mill-stuff	"	8,234	19,496.64
Animals	"	4,313	110,651.80
Lumber	"	14,735	76,789.70
Other forest products	"	142	.....
Ice	"	10,457	33,745.04
Iron, lead and mineral products	"	8,180	30,666.18
Stone, brick, lime, cement, sand, salt, etc.	"	2,084	20,377.72
Coal	"	24,594	113,257.90
Merchandise and other articles	"	14,644	81,242.94
Total		152,072	906,182.01

The number of passengers carried in Minnesota was 21,818; passenger mileage, or passengers carried 1 mile, 299,461; average distance traveled by each, 13.7. The amount of fuel consumed was 30 cords of wood and 1,106 tons of coal. Approximately the amount of freight hauled per train (9,658 trains) was 93.82 tons, and per car 10 tons.

Commodities Shipped from Stations in Minnesota.

	Wheat.	Other Grain.	Flour and Meal.	Anim'ls.	Lumber.	Iron.	Mdse. and Misc.
	Tons.	*Tons.*	*Bbls.*		*M Feet.*		
Albert Lea	2,604	306	.....	1,520	334	198	1,256
Glenville	1,736	117	.....	230	.....	.....	67
Gordonville	912	40	.....	.....	.....	.....	28
Total	5,252	463	.....	1,750	334	198	1,351

The foregoing shipments were mostly southward. The local receipts at the three stations from other stations on the B., C. R. & N. Ry. were very small.

The shipments southward from Minneapolis, St. Paul and stations between these points and Albert Lea (received from the Minneapolis & St. Louis Ry.), and the shipments northward to the same points, were as follows:

	South.	North.
Grain, tons	408	(corn and oats 990)
Other agricultural products	9,985	.....
Flour and meal	43,575	188
Feed	.....	8,234
Provisions, tons	106	(hog produce, 1,359)
Agricultural implements	995	1,368
Animals, tons	580	(cattle and sheep, 223) (horses, 1,760)
Cooperage, tons	.....	785
Lumber, tons	13,965	436
Other forest products, tons	142	.....
Iron, lead and mineral products	3,162	1,762
Rails, tons	.....	3,058
Stone, brick, salt, lime, cement, etc., tons.	23	2,062
Ice, tons	10,457	.....
Coal, tons	.....	24,594
Merchandise and sundries	1,635	10,873
Total number of tons	85,033	57,792

EARNINGS AND EXPENSES.

Gross Earnings—		*Operating Expenses—*	
Freight	$ 31,915 41	All items	$ 29,449 96
Passengers	8,338 63		
Mails	927 67		
Express	471 77		
Total	$ 41,653 48	Total	$ 29,449 96

The gross earnings of the whole road were $1,863,472, and the operating expenses $1.184,864. The gross earnings in Minnesota were $3,332.28 per mile, and the operating expenses $2,356 per mlle. Net earnings in Minnesota, $12,203.52, or $976.28 per mile of road.

GENERAL BALANCE JULY 1, 1880.

Assets—

Cost of consolidated road, equipment and property		$ 12,907,710 11
Equipment and improvement account		99,605 19
Capital stock not issued		4,500,000 00
Purchase Chicago, Clinton & Western Ry		170,329 11
Iowa City & Western Ry		502,009 32
Cedar Rapids, Iowa Falls & Northwestern Ry		24,151 26
Albert Lea & Grundy County Extension		17,295 37
Stock: Star Coal Co	$ 2,500 00	
Bonds: (Burlington & Northwestern)	5,920 00	
" (B., C. R. & N. Ry.)	1,100 00	
" (Iowa City & Western Ry.)	24.000 00	33,520 00
Cash on hand	12,433 06	
Bills receivable	4,155 97	
Due from agents and railway companies	102,106 86	118,695 89
Material and supplies		70,385 43
Debit balance		112,880 56
Profit and loss account		122,044 00
		$ 18,678,626 24

Liabilities—

Capital stock		$ 10,000,000 00
Funded debt: B., C. R. & N. bonds	$ 6,500,000 00	
Funded debt: M. & St. L. Ry. bonds	150,000 00	— 7,106,000 00
Funded debt: Iowa City & W. Ry. bonds	456,000 00	
Notes payable	41,436 63	
Vouchers and accounts	126,976 91	168,413 54
Income account		1,404,212 70
		$ 18,678,626 24

REGULATIONS, MAILS, ETC.

All trains must come to a full stop 400 feet from railroad crossings at grade of other roads, and will not proceed until the conductors are satisfied that the tracks are clear. One long and two short sounds of whistle, and ringing of bell 80 rods before reaching public highway, continuing the ringing till highway is crossed. Use Miller's coupler, buffer and platform; Westinghouse air-brake. Government paid last year $28,416.68 for carrying U. S. mails. As yet no contract; government pays what it pleases. The American Express Company pays $40 per day for 25,000 pounds, and double first-class rates for any excess; freight taken at depots. The United States Express pays $6 per day.

On June 22, 1876, the property of the Burlington, Cedar Rapids & Minnesota Railway was sold for $170,000, and bid in by a committee appointed by the bondholders.

The track from State line to Albert Lea, (completed Sept. 9, 1877,) is owned by the Minneapolis & St. Louis Railway Company, and leased for 99 years. Principal and interest of M. & St. L. bonds for that length guaranteed by B., C. R. & N. The Iowa City & Western Ry. in Iowa is also operated under lease.

ACCIDENTS.

February 23, Frank Clarke, brakeman, foot caught in frog while switching in Albert Lea freight yard, throwiug him down; five cars passed over his body. Died instantly.

ST. PAUL & DULUTH RAILROAD COMPANY.

OFFICERS.

J. P. Ilsley, President and Land Commissioner.....St. Paul.
W. H. Rhawn, Vice-President.....Philadelphia.
E. Q. Sewall, Secretary and Treasurer.....St. Paul.
Jas. Smith, Jr., Solicitor.....St. Paul.
Geo. H. Smith, General Superintendent.....St. Paul.
G. W. Sewall, Chief Engineer.....St. Paul.
R. S. Hair, General Ticket Agent.....St. Paul.
A. M. Eddy, General Freight Agent.....St. Paul.
F. S. Ilsley, Auditor.....St. Paul.

General offices, St. Paul.

Directors—

J. P. Ilsley	Philadelphia.	Alex. Mitchell	Milwaukee.
W. H. Rhawn	Philadelphia.	Jas. Smith, Jr.	St. Paul.
Peter Geddes	New York.	J. Q. Adams	St. Paul.
D. Dows	New York.	C. H. Graves	Duluth.
R. P. Flower	New York.		

Annual election, third Monday in June. Person to address concerning this report, F. S. Ilsley.

CAPITAL STOCK, DEBTS, ETC.

Common stock, all issued in exchange for bonds and other securities of the Lake Superior & Mississippi Railroad Company under plan of reorganization	$4,055,327 48
Preferred stock, 7 per cent if earned	4,736,007 31
Total stock	$8,791,334 79
No bonded or floating debt.	
Stock per mile of roa (162 miles owned)	$54,267 00

CHARACTERISTICS OF ROAD.

Length—

	Miles.
St. Paul to Duluth	156
N. P. Junction to Knife Falls	6
White Bear to Stillwater	13
	175
Steel rail	29
Additional sidings	26

Stations—30.

Bridges and Trestles—97 wooden bridges, aggregate length 26,070 feet; 5 stone bridges, 85 feet; 5 combination iron bridges, 762 feet; 14 wooden trestles, 4,250 feet.

Fences—50 miles of board and posts.

Equipment—24 locomotives of between 20 and 30 tons weight, exclusive of tender; 5 first-class and 5 second class passenger cars, 4 express and baggage cars, 371 box freight and stock cars, 151 flat and coal cars, 21 other cars and 75 hand cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage, of passenger trains	119,826
" " freight and mixed	353,389
Whole number of train miles,	473,215
Empty freight car mileage	1,462,596

The speed of express trains is 22 miles per hour, of accommodation trains 12 to 18, and of freight trains 10 to 15 miles.

Tonnage—

Grain	72,831
Other agricultural products	2,403
Flour and meal	50,032
Manufactures	9,090
Animals	2,048
Lumber	60,117
Other forest products	79,218
Stone, brick, lime, cement, sand, etc	6,478
Coal	30,682
Merchandise and other articles	38,679
Total number of tons	351,578

The number of passengers carried was 85,371; number carried one mile, or passenger mileage, 2,623,178; average distance traveled by each passenger, 30.73 miles.

The fuel consumed was 26,052 cords of wood.

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other Grain.	Flour.	Other products.	Lumber.	Other prod'ts of the forest.	Mdse. and miscell. freight.
Northward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
St. Paul	476,866	95,382	70,190	1,670	109	79	12,382
Stillwater	110,300	1,021	77,730	150	653	22	2,538
White Bear	2,200	.....	2,900	40	11	.....	1,477
Forest Lake	1,900	.....	.....	3	.....	.....	26
Wyoming	9,200	115	.....	23	.....	.....	124
North Branch	29,966	196	190	511	.....	.....	443
Harris	6,400	100	30	654	20	14	302
Rush City	26,566	247	290	54	132	.....	353
Pine City	333	.....	.....	27	264	.....	72
Hinckley	.....	.....	.....	11	231	.....	1,617
Kettle River	.....	.....	.....	10	170	.....	5
Moose Lake	.....	.....	.....	5	7	.....	84
Mahtowa	.....	.....	.....	16	.....	.....	1,845
N. P. Junction	.....	.....	.....	6	519	.....	393
Thomson	.....	2	.....	7	142	162	34
Fond du Lac	.....	.....	.....	5	.....	484	4
M. & St. L. Ry	36,300	395,549	252,930	566	235	101	6,359
St. P. M. & M.	73,100	7,921	520	.....	.....	.....	.....
Sioux City R. R.	.....	1,195,128	.....	.....	.....	.....	.....
Total	773,131	1,675,661	404,780	3,758	2,493	862	28,058
Total in tons	23,194	45,541	40,478	3,758	4,390	862	28,058
Southward.							
Stillwater	54,433	852	458	13	14,289	703	2,305
White Bear	.....	69	.....	10	96	2,894	886
Forest Lake	3,700	87	.....	12	.....	2,703	42
Wyoming	.....	333	3	39	32	1,737	95
North Branch	16,333	.....	.....	42	42	4,758	116
Harris	33,133	.....	140	174	420	4,266	106
Rush City	22,900	1,077	15	24	1,259	19,103	202
Pine City	266	.....	5	54	3,837	13,573	187
Hinckley	.....	.....	1	119	9,119	10,472	180
Kettle River	.....	.....	.....	84	1,067	718	43
Moose Lake	.....	2	.....	8	326	6,928	51
Mahtowa	.....	.....	3	3	.....	3,432	11
N. P. Junction	.....	.....	29	51	278	3,800	150
Thomson	.....	.....	.....	9	673	325	50
Fond du Lac	.....	.....	.....	5	25	1,788	9
Duluth	2,934	2,017	159	46	1,129	1,156	61,911
Total	133,699	4,437	813	693	32,612	78,356	66,344
Total in tons	4,011	85	81	693	55,727	78,356	66,344

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.		
	Forwarded	Received	Receipts.	From.	To.	Receipts.
	Tons.	*Tons.*	*Dollars.*	*No.*	*No.*	*Dollars.*
Duluth	65,235	122,481	$267,761 07	5,010	4,681	$12,986 42
Rice's Point				57	14	*
Oneota				109	176	*
Spirit Lake				47	90	*
Fond du Lac	2,339	1,739	1,316 22	683	652	411 15
Greeley				14	62	*
Thomson	2,071	1,360	2,459 51	741	835	754 10
N. P. Junction	5,960	2,745	4,633 56	1,511	1,675	1,924 35
Mahtowa	5,338	2,699	3,278 88	587	515	515 30
Barnum				242	337	*
Moose Lake	7,896	648	1,790 92	761	758	884 60
Sturgeon Lake				69	72	*
Kettle River	2,002	791	2,253 03	573	581	1,361 50
Miller				116	94	*
Hinckley	28,751	1,640	4,172 71	1,529	1,631	2,063 80
Mission Creek				423	697	*
Pine City	20,067	2,375	6,648 05	4,375	4,341	5,223 53
Rock Creek				846	975	*
Rush City	23,799	2,258	5,544 45	3,705	3,961	3,516 52
Harris	7,508	912	2,360 95	1,227	1,302	1,300 10
North Branch	7,409	1,463	3,301 76	2,178	2,275	2,080 66
Stacy				223	294	*
Wyoming	2,382	754	1,901 97	1,773	1,770	1,513 75
Forest Lake	2,979	295	536 26	1,088	1,037	554 75
Rice Creek				57	66	*
Centerville				370	459	*
White Bear	5,867	12,096	6,496 76	24,674	23,930	1,818 45
St. Paul	37,890	153,710	139,718 04	23,767	23,267	26,207 02
Wilson				52	101	*
Summit				50	88	*
Stillwater	44,716	11,025	16,931 51	8,536	8,601	9,953 16
Knife Falls				18	36	*
M. & St. L.	43,217	32,587	10,886 73			
St. P. M. & M.	2,372					
St. P. & S. C.	33,780					
Conductors' collect'ns						9,947 40
Sleeping car "						1.114 00
Foreign roads						12,219 94
Minneapolis agency						70 00
Total	351,578	351,578	$481,992 38	85,371	85,371	$96,420 50

*No agent.

EARNINGS AND EXPENSES.

Gross Earnings—		*Operating Expenses—*	
Freight	$481,992 38	Maintenance of way	$199,568 00
Passenger	96,420 50	Maintenance of buildings.	8,871 00
Mails	7,382 14	Maintenance of locomotives	26,687 00
Express	3,833 69	Maintenance of passenger, mail and express cars.	11,224 00
Government transportat'n	4,265 24	Maintenance of freight cars	30,490 00
Rents, etc	9,250 00	Maintenance of shop, tools, machinery, wipers, etc.	16,650 00
Miscellaneous	300 00	Motive power and care	56,966 00
		Train employees	36,799 00
		Agents and station labor.	38,978 00
		Other expenses conducting transportation	60,956 00
		Officers' salaries and clerical expenses	21,626 00
		Other general expenses	6,472 00
Total	$603,443 95	Total	$515,287 00

Ratio of passenger to freight earnings as 1 to 5.

Gross earnings per mile of road	$3,448 25
Gross earnings per train mile	1 27

Operating expenses were 85 per cent of gross earnings.

Operating expenses per mile of road	$2,944 50
Operating expenses per train mile	1 27

Net earnings, $88,156.09; net earnings per mile of road, $503.75 and per train mile 18.6 cents.

Payments in addition to operating expenses: construction account for the year, $25,297.25; additional equipment, $51,988.56; taxes, $18,103.31; Stillwater & St. Paul R. R. Co., $20,000: total, $115,389.12.

REGULATIONS, MAILS, ETC.

Eighty rods before crossing a highway the whistle is sounded and the bell rung until crossed. At city crossings a flagman is stationed. Use Miller's platform and coupler; hand brakes. During the past year the Government has paid us on the average $1,845.53 per quarter for carrying mails. The United States Express Company runs on this road, taking and delivering goods at the cars and paying 1½ first class rates. Date of original charter, May 23, 1857. Road completed from St. Paul to Duluth, 156 miles, August 1, 1870. The property (road, franchise and lands) of the Lake Superior and Mississippi Railroad Company was sold upon foreclosure in the United States Circuit Court, May 1, 1877, and bought for the benefit of the bond and stockholders. New company organized June 27, 1877. Commenced to operate the branch from White Bear to Stillwater ("Stillwater & St. Paul Railroad"), 13 miles, December 28, 1870. The lease of this branch is for 999 years, from January 1, 1871, and the annual rental $20,000. The 24 miles from N. P. Junction to Duluth are operated jointly with the N. P. and half interest owned in the same.

LANDS.

Number of acres received of Congressional grant	847,585.47
Number of acres received of swamp land grant	593,704.26
Total	1,441,289.73

Yet to inure, 144,414.53 acres of Congressional grant, and 100,695.74 of swamp lands.

Number of acres sold and contracted, year ending June 30, 1880	11,031.09
Number of acres sold and contracted, 5 months ending Nov. 30, 1880	2,211.00
Receipts from lands, year ending June 30, 1880	$26,835 25
Receipts from lands, 5 months ending Nov. 30, 1880	5,179 47
Number of acres sold and contracted in all years ending June 30, 1880	179,053.22
Receipts from lands in all years to June 30, 1880	$1,325,473 23

ACCIDENTS.

A. To Persons.

1879—

June 21, Patrick Flaherty, lost one arm coupling cars at Duluth.

July 21, J. H. Fitzgerald, lost a finger coupling cars at Mahtowa.

July 8, Wm. McCabe, killed—jumped before train at Duluth.

October 2, John Hochmuth, killed, between St. Paul and White Bear—attempted to cross track.

1880—

January 6, Jerry Donovan, 2 fingers off, coupling cars.

January 11, J. H. Kellogg, hand slightly injured.

June 10, F. Long, coupling cars, 2 fingers off.

May 29, Wm. Starkey, train ran into cattle at Harris, engine off track, broke arm and one rib.

B. To Trains.

1879—

August 23, engine No. 101 collided with engine No. 3, 1½ miles south of Kettle River; very little damage to engines, caboose car broke in two.

1880—

January 19, train No. 7, between North Branch and Stacy, had 12 cars off track; very little damage.

Jannary 22, extra train north, near Pine City, had 7 cars and caboose off track.

January 26, train No. 8, near Oneota, had 3 cars and caboose off track.

January 29, engine ran into rear of an extra train, near Pine City.

February 3, extra train north had one car and caboose off track at M. & D. Junction.

February 6, train No. 7 had 11 cars off track near Centerville.

February 10, train No. 2 had 2 coaches off track near Sturgeon Lake; no one injured.

February 17, train No. 8 had 10 cars off track near Sturgeon Lake.

February 15, extra train north had 6 cars off track near Moose Lake.

February 28, train No. 1 had 2 box cars off track at Spirit Lake.

March 30, extra train north had 3 cars off track at Forest Lake.

April 30, train No. 5 had 3 cars off track at Mission Creek.

May 29, train No. 6 had 8 cars off track at Harris, and engineer Wm. Starkey broke his arm.

May 25, train No. 3 had 4 cars off track at Pickering.

The following supplementary report has been made for the Stillwater & St. Paul R. R. Co.:

STILLWATER & ST. PAUL RAILROAD COMPANY.

The officers are David Bronson, Stillwater, President; H. R. Murdock, Stillwater, Secretary; E. Q. Sewell, St. Paul, Treasurer.

Directors: John McKusick, David Bronson and H. R. Murdock, all of Stillwater; J. P. Ilsley, N. G. Moorhead and Samuel M. Felton, all of Philadelphia, Penn.; and James Smith, Jr., of St. Paul.

The amount of bonded debt is $371,000.

LANDS.

Whole number of acres received..... 65,113.00

None to enure.

	Acres.
Sold and contracted to be sold, year ending June 30, 1880.....	1,424.29
Sold and contracted to be sold, 5 months ending Nov. 30, 1880.....	357.39
Sold and to be sold, all years to June 30, 1880.....	12,862.01
Receipts from lands, year ending June 30, 1880.....	$ 4,100 00
Receipts from lands, 5 months ending Nov. 30, 1880.....	1,499 20
Receipts from lands, all years to June 30, 1880.....	$46,604 20

All other items included in St. P. & D. report.

The following letter has been received regarding the new length of road from Wyoming, on the St. P. & D., to Taylor's Falls:

TAYLOR'S FALLS, October 8th, 1880.

To the Railroad Commissioner: In the absence of Mr. Seymour, our secretary, I write you as instructed an informal report of the Taylor's Falls & L. S. R. R. Co. This company was organized the 20th of February, A. D. 1875, under the general statutes with a land grant of seven sections to the mile of swamp lands granted March 10th, 1875, once renewed and expires in March, 1881. The road is already completed into the suburbs of Taylor's Falls from

Wyoming, on the St. Paul & Duluth road; will be completed with depots, turntables, engine houses and elevators in the course of four weeks, to be in every respect equal in structure to the Duluth road. When completed the road is leased to the Minneapolis & St. Louis and the Duluth roads for a term of nine hundred and ninety-nine years, they paying the expense of construction.

Respectfully yours,

LEVI W. FOLSOM,
Vice-President.

ST PAUL, MINNEAPOLIS & MANITOBA RAILWAY CO.

OFFICERS.

Geo. Stephen, President	Montreal
R. B. Angus, 1st Vice President	St. Paul
E. Sawyer, Secretary and Treasurer	St. Paul
R. B. Galusha, Solicitor	St. Paul
Jas. J. Hill, General Manager	St. Paul
E. B. Wakeman, General Superintendent	St. Paul
C. A. F. Morris, Chief Engineer	St. Paul
W. S. Alexander, General Ticket and Freight Agent	St. Paul
S. S. Breed, Auditor	St. Paul
D. A. McKinlay, Land Commissioner	St. Paul

Directors—Geo. Stephen and Donald A. Smith of Montreal, Canada; O. H. Northcote, of New York; and N. W. Kittson, J. J. Hill, R. B. Angus and R. B. Galusha of St. Paul. Executive committee, Messrs. Kittson, Angus, Hill and Galusha. Annual election, May 11.

CAPITAL, STOCK, DEBT, ETC.

Common stock issued	$15,000,000
First mortgage bonds, 8 per cent, due Sept. 1, 1881, on road from St. Paul to St. Anthony	120,000
First mortgage bonds, 7 per cent, due July 1, 1892, on road from St. Paul to Watab	366,000
First mortgage bonds on the whole road, 7 per cent., due July 1, 1909	7,838,900
Second mortgage bonds on the whole road, 6 per cent., due Oct. 1, 1909	8,000,000
	$16,324,900
Total of debt and stock	$31,324,900
Average per mile of road	47,750

Cost of road, $31,702,078.51, or $48,325 per mile.

CHARACTERISTICS OF ROAD.

Length—From St. Paul to St. Vincent, miles	393
From St. Paul to Barnesville, miles	236
From Crookston to Grand Forks, miles	26
Whole number of miles	656

Double track, 3 miles; steel rail, 119 miles.

Stations, etc.—92 stations and 5 common points; 20 wooden bridges, aggregating 3,702 feet, and 252 wooden trestles, 16,281 feet. The R. R. crossings at grade are M. & St. L. at E. Minneapolis, and N. P. at Glyndon. The equipment consists of 61 locomotives between 30 and 40, and 4 of 20 to 30 tons weight, exclusive of tender; 22 first-class and 15 second-class passenger cars 27 express and baggage cars, 959 box freight and stock cars, 509 flat and coal cars, 5 sleepers and 64 other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage, of passenger trains	294,739
of freight and mixed trains	838,315
	$1,133,054

Empty freight car mileage, 4,898,447. The speed of trains was 20 to 25 miles per hour for passenger and 12 to 15 for freight.

Tonnage—

Grain	166,980	Other forest prod	38,172
Other agr. products	1,294	Iron, lead, etc	633
Flour and meal	101,880	Stone, brick, etc	13,048
Provisions	4,607	Coal	9,975
Manufactures	10,637	Mdse	96,795
Animals	9,519		
Lumber	96,909	Total number of tons	550,450

Fuel consumed, 66,504 cords of wood and 4,603 tons of coal.

Commodities shipped from Stations.

STATIONS.	Wheat.	Other grain.	Flour.	Other products.	Lumber.	Other prod's of the forest.	Mdse. and Miscel. freight.
Eastward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M feet.*	*Tons.*	*Tons.*
Anoka	6,899	2,819	8,125	21	8,141	3,242	144
Itasca	.....	.....	7,474	271	317	373	22
Elk River	33,259	442	13,846	97	129	141	83
Big Lake	47,691	615	.....	61	.....	93	46
Becker	2,815	.....	.....	109	.....	.....	8
Clear Lake	53,326	1,136	1,990	1,881	11	53	32
Sauk Rapids	10,509	20	3,461	108	24	.....	30
St. Cloud	41,945	2,105	26,793	689	23	3	406
St. Joseph	133,699	42,571	9,900	815	6	.....	57
Avon	1,440	.....	.....	1	37	451	24
Albany	64,832	2,530	4	28	.....	.....	42
Oakes	15,184	1,005	2	2	.....	.....	7
Melrose	127,407	21,935	16,485	578	6	.....	111
Sauk Center	110,784	17,190	30,657	792	.....	.....	120
West Union	16,187	380	.....	.....	.....	.....	1
Osakis	58,269	.....	.....	14	13	10	22
Alexandria	297,357	1,915	112	232	.....	.....	400
Brandon	43,758	30	.....	7	.....	.....	5
Evansville	110,228	.....	31	31	14	.....	10
Dalton	130,028	.....	1	19	.....	123	30
Fergus Falls	29,256	.....	2	31	1	.....	160
Carlisle	.....	.....	100	1	.....	.....	1
Rothsay	32,779	.....	.....	3	.....	.....	8
Barnesville	68,791	425	12	57	7	.....	51
Glyndon	5,597	920	26	85	37	21	125
Rolette	22,334	.....	.....	.....	.....	.....	3
Ada	136,610	20	25	28	6	.....	32
Edna	25,181	.....	.....	.....	.....	.....	1
Crookston	118,781	920	34	133	29	10	332
Fisher's Landing	165,651	45	432	37	135	42	70
Grand Forks	79,780	.....	.....	14	.....	.....	14
Warren	19,733	130	2	13	.....	.....	20
Hallock	221	10	1	1	.....	.....	3
St. Vincent	125,204	305	5	188	8	10	681
East Minneapolis	.....	.....	.....	.....	792	.....	205
Minneapolis	35,028	4,780	402,823	32,072	83	101	2,121
Minnetonka Mills	.....	.....	78,489	.....	.....	.....	7
Wayzata	.....	230	2	1	6	18,128	62
Long Lake	3,000	.....	36,521	752	12	672	127
Maple Plain	2,104	.....	2	91	155	970	35
Delano	35,915	2,150	14	65	150	565	117
Montrose	24,016	555	4	12	117	318	40
Waverly	25,956	695	9	49	12	869	47
Howard Lake	102,043	9,565	.....	269	22	200	91
Smith Lake	14,377	490	.....	11	52	10	9
Cokato	109,890	110	10	30	12	30	31
Dassel	93,297	865	203	103	12	181	95
Darwin	29,985	.....	1	5	.....	40	16
Litchfield	228,324	8,910	14,513	1,454	1	13	381
Grove City	180,861	11,320	2,313	157	.....	.....	53
Atwater	184,247	13,365	.....	159	.....	.....	84
Kandiyohi	54,673	2,251	1	6	.....	.....	28
Willmar	376,866	2,620	154	576	10	.....	399
St. Johns	4,307	.....	.....	1	.....	.....	2
Kirkhoven	77,647	.....	.....	12	.....	.....	20
Murdock	109,637	975	7	68	.....	.....	13
De Graff	42,804	870	10	3	.....	10	11
Benson	281,090	2,275	3	277	7	.....	163
Clontarf	16,834	.....	.....	1	.....	21	32
Hancock	176,663	4,490	.....	35	.....	.....	61
Morris	327,799	2,545	80	135	.....	.....	253
Donnelly	29,580	660	.....	20	6	.....	42
Herman	156,209	1,100	2	252	.....	.....	36
Campbell	57,904	165	38	39	33	.....	70
Breckenridge	101,810	220	3	295	.....	.....	56
Marston	59,264	.....	.....	1	.....	.....	3
Total	5,065,665	168,674	654,722	43,298	10,426	26,700	7,820
Total in tons	151,970	3,338	65,482	43,298	18,244	26,700	7,820

Commodities Shipped from Stations.

STATIONS.	Wheat.	Other grain.	Flour.	Other prod's.	Lumber.	Other Forest Prod's.	Mdse. and miscellan'us freight.
Westward.	*Bushels.*	*Bushels.*	*Barrels.*	*Tons.*	*M feet.*	*Tons.*	*Tons.*
St. Paul'	184,891	84,476	3,152	16,730	7,907	7,935	67,688
Anoka	.....	.....	3	12	7,005	88	51
Itaska	24	.....	.....	2	.....	.....	1
Elk River	3	.....	25	16	142	10	14
Big Lake	.....	375	.....	14	.....	20	19
Becker	.....	355	.....	.....	.....	.....	1
Clear Lake	1.977	.....	.....	.....	3	.....	3
Sauk Rapids	.....	.....	.....	28	.....	.....	23
St. Cloud	14	205	299	271	548	11	521
St. Joseph	.....	3,485	2	166	.....	.....	15
Avon	.....	.....	.....	20	.....	80	11
Albany	.....	1,042	3	2	.....	.....	39
Oakes	.....	.....	.....	.....	.....	.....	1
Melrose	.....	3,825	423	72	2	91	99
Sauk Center	330	2,956	1,179	163	5	2	74
West Union	.....	.....	.....	.....	.....	.....	1
Osakis	.....	.....	.....	11	.....	120	30
Alexandria	.....	1,888	692	115	88	.....	94
Brandon	.....	630	10	154	.....	.....	2
Evansville	.....	20	200	148	52	.....	11
Dalton	.....	35	222	54	.....	.....	31
Fergus Falls	.....	90	3,503	56	6	.....	32
Carlisle	.....	.....	1,526	.....	.....	1	.....
Rothsay	9	45	1	11	.....	.....	3
Barnesville	400	1,211	2,884	26	36	.....	166
Glyndon	1,464	4,920	1,882	2,287	2,204	308	10,208
Rolette	.....	.....	.....	5	9	.....	22
Ada	.....	130	3	4	19	10	34
Edna	.....	.....	.....	425	2	.....	1
Crookston	12,247	6,147	351	25	114	42	659
Fishers Landing	.....	81	805	.....	219	283	78
Warren	259	515	213	36	54	8	11
Hallock	.....	.....	4	.....	.....	.....	3
East Minneapolis	384	.....	.....	277	14,388	162	2,301
Minneapolis	41,672	26,160	1,486	7,459	11,994	375	15,801
Wayzata	.....	.....	3	24	6	31	34
Long Lake	.....	.....	512	62	.....	2	9
Maple Plain	11	.....	1	.....	.....	1,025	7
Delano	189	492	9	29	6	.....	143
Montrose	40	695	.....	8	9	20	68
Waverly	22	.....	5	13	1	80	11
Howard Lake	14	615	.....	20	29	.....	81
Smith Lake	.....	103	.....	10	32	.....	33
Cokato	.....	.....	.....	.....	6	40	7
Dassel	42	3,762	2	23	42	322	99
Darwin	430	.....	.....	2	.....	30	11
Litchfield	227	17,550	7	628	.....	20	162
Grove City	.....	11,385	1,214	43	.....	.....	73
Atwater	.....	11,145	.....	12	.....	.....	21
Kandiyohi	.....	2,231	8	1	.....	.....	4
Willmar	.....	4,730	1,102	173	6	80	287
St. Johns	.....	65	.....	.....	.....	.....	2
Kirkhoven	933	116	.....	2	.....	30	15
Murdock	.....	625	.....	.....	.....	.....	14
De Graff	.....	.....	22	.....	.....	3	7
Benson	333	5,987	.....	190	7	.....	126
Clontarf	.....	80	.....	.....	.....	.....	5
Hancock	.....	10,185	5	63	.....	.....	17
Morris	.....	1,655	214	47	8	.....	178
Donnelly	.....	.....	.....	10	.....	.....	2
Herman	1,000	2.324	107	24	.....	10	37
Campbell	.....	115	30	42	.....	.....	58
Breckenridge	53	1,592	3	15	1	.....	35
Marston	.....	.....	1,792	.....	.....	.....	9
Total	246,968	214,043	23,894	30,030	44,950	11,239	99,603
Total in tons	7,409	4,264	2,389	30,030	78,665	11,239	99,603

EARNINGS AND EXPENSES.

Gross Earnings—		*Operating Expenses—*	
Freight	$2,084,711 78	Maintenance of way	$ 406,166 00
Passengers	672,047 91	Maintenance of buildings	8,506 00
Mails	40,178 69	Maintenance of locomotives	85,008 00
Express	30,620 14	Maintenance of passenger, baggage, mail and express cars	47.451 00
Branch line rent	47,777 77	Maintenance of freight cars	79,406 00
Miscellaneous	57,771 95	Motive power and care	262,123 00
		Train employees	84,598 00
		Agents and station labor	117,182 00
		Other transportation expenses	79,569 00
		Officers' salaries and clerical expenses	122,669 00
		Other general expenses	7,834 00
Total	$2,933,108 24	Total	$1,300,512 00

The rates of passenger to freight earnings were as 1 to 3.10. The operating expenses were 44.33 per cent of gross earnings. Gross earnings per mile of road $4,471.20 and per train mile $2.59. Operating expenses per mile of road $1,982.48 and per train mile $1.15. Net earnngs, $1,632,595.42; per mile of road, $2,488.72 and per train mile $1.44.

The payments during the year in addition to operating expenses were $226,097 on account of construction, $47,865 for reorganization expenses, $131,088 for additional estate, $86,560 for taxes, and $947,227 for interest on bonds. Total, $1,438,837.

REGULATIONS, MAILS, ETC.

Trains come to a full stop and see that track is clear, before crossing other railroads. Whistle 80 rods from highways and ring bell until highway crossings are passed. Use Miller's coupler and platform and the Westinghouse automatic air brake. Receive $39,386.35 per annum for carrying U. S. mails. The American Express Company pays fare for messengers and 1½ first class freight rates. The express company delivers and takes freight from the cars.

LANDS.

Received of grant	acres,	2,296,802
Yet to inure	"	1,551,198
Obtained from old organization by purchase of road	"	1,477,569
Of which under contract and partly paid for	"	61,511
Sold and contracted, year ending June 30, 1880	"	268,741
Sold and contracted, all years to June 30, 1880	"	739,737
Receipts from lands, year ending June 30, 1880	$	306,864 00
Receipts from lands, all years to June 30, 1880	$	4,784,959 00
Sold and contracted, July 1 to December 1, 1880	acres,	39,257.87
Receipts from lands, July 1 to December 1, 1880	$	138,872 84
Average price during the year per acre	$	4 00
Average price at which now offered	$	4 50

ACCIDENTS.

November 20, 1879, J. W. Wood, brakeman, fell between engine and train while passing from same at Smith Lake; killed.

January 11, 1880, Michael Green, brakeman, fell from train near Cedar Lake and run over; killed.

November 21, 1879, Henry Smith, laborer, foot caught in frog and run over by car, St. Paul yard; foot amputated.

February 12, 1880, W. H. Hayes, brakeman, coupling cars at Cokato; run over and killed.

February 18, 1880, John Finn, brakeman, fell from train one mile east of Minneapolis; killed.

March 2, 1880, Burrut Oleson, run over by engine 41 five miles east of Grand Forks, supposed to be asleep on the track; killed.

March 16, 1880, Thomas Kuguiva, Polish boy about 12 years old, run over and killed attempting to jump on freight train in motion, in St. Paul yard.

April 17, 1880, F. Graham, brakeman, fell from train in motion at Howard Lake; killed.

April 11, 1880, Edw. Simmons, in charge car of stock, killed by collision of freight trains at Herman.

April 11, 1880, J. P. Gould, in charge of stock, killed at West Union; caused by breaking of truck and throwing car from track.

April 14, 1880, A. E. Oleson, brakeman, switching at Howard Lake, fell between engine and cars, losing one leg.

May 6, 1880, Michael Heinrich; found on track with head severed from body; supposed to have been killed by passing train near Albany.

May 2, 1880. Coleman King, employee, on track and struck by engine, St. Paul yard; foot amputated.

May 6, 1880, Wm. Lamb, brakeman, fell from train and killed, near St. Paul.

May 31, 1880, Frederick Tinker, crossing track with wagon, Oakes Station; killed by passing train.

June 23, 1880, Austin Hoban, wiper, struck by gravel train, St. Paul shops; killed.

June 22, 1880, Austin N. Green, brakeman, fell from train, St. Paul yard; foot amputated.

OTHER CORPORATIONS.

The following statement has been received from Mr. James M. McKinlay, of 68 William street, New York, concerning the corporations whose former roads are now owned and operated as divisions of the Chicago, Milwaukee & St. Paul Railway:

ST. PAUL & CHICAGO RAILWAY COMPANY.

(River Division from St. Paul to La Crescent.)

James McKinlay, President.....68 William street, New York.
Russell Sage, Vice-President.....New York.
Farmers' Loan and Trust Co., Treasurer.....New York.
L. Boardman, Assistant Secretary.....78 Broadway, New York.
George E. Skinner, Land Commissioner.....Faribault, Minnesota.

Directors: Russell Sage, James M. McKinlay, W. S. Gurnee, E. H. Perkins, Jr., Julius Wadsworth, H. S. Taylor and J. J. Slocum, all of New York; Alex. Mitchell of Milwaukee, and Selah Chamberlain of Cleveland.

There were issued $6,000,000 of common stock and $3,000,000 of bonds.

MINNESOTA CENTRAL RAILWAY COMPANY.

(Iowa & Minnesota Division from Minneapolis to Austin, etc.)

Selah Chamberlain, President.....Cleveland, Ohio.
Russell Sage, Vice-President and Treasurer.....New York.
James McKinlay, Secretary.....New York.
George E. Skinner, Land Commissioner.....Faribault, Minn.

Directors: Selah Chamberlain, Russell Sage, F. P. James, W. S. Gurnee, Alexander Mitchell, N. A. Cowdrey, E. B. Wesley and D. C. Shephard.

Stock issued, $900,000.00.

HASTINGS & DAKOTA RAILWAY COMPANY.

(H. & D. Division, from Hastings to Ortonville.)

Selah Chamberlain, President.....Cleveland, Ohio.
Russell Sage, Vice-President and Treasurer.....78 Broadway, New Yord.
James M. McKinlay, Secretary and Transfer Agt..68 William street, New York.
Geo. E. Skinner, Land Commissioner.....Faribault, Minn.

Annual meeting in June.

Directors: Selah Chamberlain, N. A. Cowdrey, W. S. Gurnee, Alexander Mitchell, L. P. Morton, E. H. Perkins, Jr., Russell Sage, H. S. Taylor, Julius Wadsworth.

Common stock issued, $98,263,44; preferred stock, $1,500,000.00; total. $1,598,263.44. No bonded indebtedness.

LANDS.

	Minnesota Central.	Hastings & Dakota.	St. Paul & Chicago.
Acres received of grant	173,000	313,051	408.482
Acres to inure	.....	50,000	62,453
Acres sold and contracted, year ending June 30, 1880	2,737	9,687	10,864
Acres sold and contracted, all years to June 30, 1880	151,431	20,854	21,097
Acres sold and contracted, July 1 to December 1, 1880	993	9,090	18,402
Receipts from lands, year ending June 30, 1880	$ 93,493	$16,510	$16,720
Receipts from lands, all years to June 30, 1880	831.695	32,050	77,567
Receipts from lands, July 1 to December 1, 1880	16,308	27,953	18,701

Also the following report for the

MINNEAPOLIS & DULUTH RAILROAD COMPANY.

(Length, from Minneapolis to White Bear, of the Minneapolis & St. Louis Railway, 13 miles.)

I. Atwater, President.
Wm. D. Hale, Secretary and Treasurer.
Directors: H. T. Welles, W. D. Washburn, J. S. Pillsbury, I. Atwater, W. D. Hale, all of Minneapolis.

Stock issued, common	$ 183,500 00
Seven per cent. first mortgage bonds, on which the M. & St. L. Ry. Co. pays interest	280,000 00
Total stock and debt	$ 463,500 00

The road is leased to the M. & St. L. Ry. Co. for 999 years.

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ANNUAL REPORT

—OF THE—

RAILROAD COMMISSIONER

—OF—

MINNESOTA,

FOR THE YEAR ENDING JUNE 30, 1881.

TO THE GOVERNOR.

ST. PAUL:
J. W. CUNNINGHAM, STATE PRINTER.
1882.

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REPORT.

OFFICE OF STATE RAILROAD COMMISSIONER,
ST. PAUL, December 30, 1881.

Honorable John S Pillsbury, Governor:

SIR: I have the honor to submit this, the eleventh annual report from this office, of the condition and operations of the railroads of the State for the year ending June 30, 1881, with some supplementary information to the close of 1881.

The reports of the several companies show in the aggregate an increase of traffic commensurate with the general prosperity and increase in population and production of the State. The winter of 1880–81 was unprecedentedly severe on the railroads in the southern and western parts of the State. Snow blockades of many weeks duration, entailing great expense in the effort to open the railroads, while at the same time all revenue was cut off by suspension of business, make a poor showing in the way of net earnings. Indeed, in some cases as that of the Winona & St. Peter, an actual deficiency and loss.

In the northern and northwestern parts of the State there was little or no hindrance from snow blockades, showing that what has been claimed for the more northerly region is true, that there are fewer storms and less snow. Correspondingly the Manitoba and Northern Pacific Companies show very satisfactory profits for the years business.

THE BUSINESS OF THE YEAR.

The following table shows the business of year ending June 30, 1881, compared with the year preceding.

	Year ending June 30, 1880.	Same, 1881.	Increase.	Decrease.
Miles of road operated, average for the year	2,993	3,140	147	.....
Total Stock	$ 182,303,328	$ 187,862,243	$ 5,559,095	.....
Total Debt	107,249,442	143,114,220	35,864,778	.....
Minnesota's proportion of stock and debt	100,169,532	118,348,022	18,178,500	.....
Gross earnings	10,774,826	13,921,339	3,146,513	.....
Net earnings	4,170,425	5,280,923	1,110,498	.....
Tons freight carried	3,934,380	5,121,598	1,187,218	.....
Miles run by passenger trains	1,915,591	2,595,417	679,826	.....
Miles run by freight trains	4,183,465	5,939,608	1,756,143	.....
Passengers carried one mile	77,145,889	115,860,791	38,714,902	.....
Acres lands sold	506,951	381,587	.....	125,364
Total receipts from lands	$ 1,175,368	$ 1,133,564	.....	$ 41,804

The increase in miles of railroad operated was about five per cent. The increase in gross earnings about thirty per cent, and in net

earnings about twenty-seven per cent. The increase of tons of freight carried about thirty-three per cent.

The sales of lands is the only item of business that shows a decrease. This was largely compensated for by sales in the last half of 1881, as shown in the land tables elsewhere. The Manitoba Railway Company alone selling 47,695 acres, and receiving in cash $86,983, in the six months ending Dec. 31, 1881.

All the railroads of the State have been greatly improved during the year reported by relaying track with steel rails and new iron, and by other betterments.

It will be observed that the process of consolidating numerous lines of roads into grand systems of railways is a striking fact in the history of the year reported. The number of separate railroad companies operating distinct roads in Minnesota, was as high as twenty, three years ago. Now, the number is reduced substantially to about one-third the former number. Ten years ago and earlier, isolated roads was the rule. Now nothing but comprehensive systems, all new construction being extensions and branches. If there be seeming exceptions, it will be found that the separating is like the stooling of wheat; beneath the surface there is but one root.

This growth of great systems may seem dangerous in the immense capital and concentrated power. But the evidence is abundant that it is not so, but in the interest of a true public economy, increasing and cheapening facilities of transportation. One great system is competitive with another, interlocking and lapping on the same territory. We have in this State now six grand systems, actively competing for territory and business.

In the south and west the Chicago, Milwaukee & St. Paul, the Chicago & Northwestern, or what is the same the Winona & St. Peter, the Chicago, St. Paul, Minneapolis & Omaha, the Minneapolis & St. Louis, (somewhat more central in the State, and not yet so fully developed, but rapidly pushing to the front.)

In the northern and northwestern, the St. Paul, Minneapolis & Manitoba, and the Northern Pacific. The latter under a new impulse and able management has entered upon an aggressive policy, that bids fair to give it the commanding national position that it merits.

We have added, the past year, 178 miles of new railroad, completed; nearly as much more is graded or under way. The total number of miles in operation December 31, 1881, is 3,278.

It will be seen that the State revenue derived from railroad taxes for the calendar year 1880, was $323,443, an increase of $74,000 over

1879. For the year 1881, it will approach $400,000. This tax will in the near future be sufficient to pay the interest of the State debt, including the lately refunded State railroad bonds, and also to pay all the ordinary executive, judicial and legislative expenses of the State government. Direct taxes will be required only for the educational, charitable and penal institutions of the State. One of the most important functions of this office is to insure the full amount of this revenue.

The question of whether rentals are part of the gross earnings of a railroad on which State tax is to be paid, is before the courts for a decision, in an amicable suit against the St. Paul, Minneapolis & Manitoba Company. That company receives from the Northern Pacific $40,000 per annum, for use of the track of the Manitoba company from Sauk Rapids to St. Paul. I felt it right to claim that this rental was a part of the gross earnings of the Manitoba company on which taxes should be paid. The same question affects the St. Paul & Duluth and some other companies. The decision in the above suit will settle the question as to all.

In closing my connection with the office, it seems proper to speak briefly of the views which have governed me in its administration. I came into office when railroad enterprises were paralyzed, and the general prosperity of the State at a low ebb; when there was great animosity among the people towards the railroads. I felt it my duty to do everything I could to allay irritation and to keep the peace between the people and the railway corporations, to the end that our large agricultural territory might get more roads. After an almost total suspension of railway construction in the western and northwestern States for three years (1874 to 1876), Minnesota was the first to resume building roads, and kept in the lead for several years, until we had, substantially, a complete system of trunk lines. There is to-day hardly a cultivated farm in the State from which the farmer cannot drive to a railroad station and return in a day.

I believe that the avoidance of legislative interference with rates, and the administration of this office in a way to encourage the further investment of capital in railways in this State, has had an appreciable influence in this progress and development. Now that we have so many powerful corporations competing for business, we are assured that branches and cross lines almost indefinite will be constructed, giving in a few years to every locality the benefits of active competition, and the lowest practicable rates.

The proposition has been made at almost every session of the Legis-

lature to establish some sort of prorating so that the long and short haul should pay more nearly the same. If such a rule is just and profitable on a small scale, or in one State, it should be so on a large scale, or in all the States that lie between Minnesota and the great markets.

This, indeed, is what the people of the State of New York have long contended for in respect to through and local rates. They want the New York Central to make a higher through rate on Minnesota and other western State produce, and a lower rate on their local State business. If the principle was generally adopted, it would be ruinous to western producers.

In a recent report of Joseph Nimmo, Chief of the U. S. Bureau of Statistics, he states that "the freight charges from Chicago to Boston, one thousand miles, on one years subsistence of grain and meat for an adult working man, is but one dollar and twenty-five cents, or less than a days wages." This may seem incredible, but when we remember that the freight on a barrel of flour from Minnesota to New York or Boston, a distance of fourteen hundred miles, is often as low as sixty cents, we readily comprehend the fact. (One barrel of flour and one barrel of pork are reckoned sufficient for a man for one year on the average.)

Mr. Nimmo's report shows that the competition of the great trunk lines and of water routes, caused a decrease of 39 per cent. in freight rates from the west to the east in the ten years between 1870 and 1880, while the decrease in the market price of twenty-two of the most important necessaries of life was but twelve per cent., showing that the cost of transportation in getting the produce to the ultimate markets has decreased more than three times as much as the price of the produce, a showing that ought to be encouraging and satisfactory to the western producer.

If we look to see what the net earnings on capital invested in the railroads of this State are, we shall see that the average is but about three per cent.

I refer to these facts that our people may take them into account in estimating the benefits on one hand, while dwelling on what are thought to be high local rates of transportation on the other.

There are, in the nature of things, some evils and local and individual inequalities attendant upon the management of our railroads. So far as these have been brought to my attention I have diligently sought to remedy them, and I think in most cases successfully. I have done this with as little noise and friction as possible.

In conclusion, I have to say that I think the laws and policy of the State in these matters, as wise and profitable as is likely to be attained.

I have sought to make my reports as brief and concise as possible, avoiding what seemed to me unnecessary discussion or argument on theoretical and speculative questions.

WM. R. MARSHALL,
Railroad Commissioner.

The Railroads of Minnesota, with Termini and Lengths in this State on June 30, and on December 31, 1881.

Name of Corporation.	Former Name or Division.	June 30, 1881. From.	June 30, 1881. To.	Miles.	December 30, 1881. To.	Miles.
Chicago, Milwaukee & St. Paul.	River Division	La Crescent	St. Paul	130.47	St. Paul	130.47
	River Division, Short Line	St. Paul		10.30	Minneapolis	10.30
	Iowa & Minnesota Division	Minneapolis	Iowa Line (Le Roy)	130.54	Iowa Line (Le Roy)	130 54
	Iowa & Minnesota Division	St Paul Junction	St. Paul	5.61	St. Paul	5.61
	Iowa & Minnesota Division	Austin	Iowa Line (Lyle)	11.37	Iowa Line (Lyle)	11.37
	Hastings & Dakota Division	Hastings	Ortonville	202.44	Ortonville	202.44
	Wabasha Division	Wabasha	Zumbrota	59.00	Zumbrota	59.00
	Southern Minnesota	Grand Crossing	Dakota Line	297.25	Dakota Line	297.25
	Central Railroad of Minnesota	Mankato	Wells	40.00	Wells	40.00
	Chicago, Clinton, Dubuque & Minnesota	Iowa Line	La Crescent	25.00	La Crescent	25.00
	Caledonia, Mississippi & Western	C., C. D. & M. Junction	Preston	58.71	Preston	58.71
	Hastings & Dakota Cut-off	Minneapolis	Benton	30.00	Benton	30.00
Chicago, St. Paul, Minneapolis & Omaha.	St. Paul & Sioux City	St. Paul	St. James	121.27	St. James	121.27
	Sioux City & St. Paul	St. James	Iowa Line	66.25	Iowa Line	66.25
	Worthington & Sioux Falls	Near Worthington	Dakota Line	42.53	Dakota Line	42.53
	Blue Earth City Branch	Lake Crystal	Blue Earth City	34.00	Elmore	43.50
	Rock River Branch	Luverne	Iowa Line	10.00	Iowa Line	10.00
	Minnesota & Black Hills	Heron Lake	Woodstock	44.00	Woodstock	44.00
	St. Paul, Stillwater & Taylors Falls	St. Paul	Stillwater	17.55	Stillwater	17.55
	St. Paul, Stillwater & Taylors Falls	Stillwater Junction	Lake St. Croix	3.25	Lake St. Croix	3.25
	St. Paul, Stillwater & Taylors Falls	Stillwater	South Stillwater	3.00	Bridge	5.50
St. Paul, Minneapolis & Manitoba Railroad.	Main Line	Minneapolis Junction	Breckenridge	207.10	Breckenridge	207.10
	Branch Line	St. Paul	Sauk Rapids	75.75	Sauk Rapids	75.75
	St. Vincent Extension	East St. Cloud	St. Vincent and N. Boundary	319.62	St. Vincent and N. Boundary	319.62
	Red River & Manitoba	Breckenridge	Barnesville	30.00	Barnesville	30.00
	Red River Valley	Crookston Junction	Grand Forks	24.56	Grand Forks	24.56
	Branch	Barnesville		52·50	Moorhead	22.24
	Branch	Morris		47.50	Browns Valley	47.50
	Branch	Minneapolis			Clear Water	50.00
	Branch	Carlisle			Elizabeth	3.50
	Minnetonka & North Shore	Wazata			N. Shore & Lake Minnetonka	6.00

The Railroads of Minnesota, with Termini and Lengths in this State on June 30 and on Dec. 30, 1881.—Continued.

Name of Corporation.	Former Name or Division.	June 30, 1881. From.	June 30, 1881. To.	Miles.	December 31, 1881. To.	Miles.
St. Paul & Duluth R. R.	St. Paul & Duluth	St. Paul	Duluth	156.00	Duluth	156.00
	Stillwater & St. Paul	White Bear	Stillwater	13.00	Stillwater	13.00
	Knife Falls Branch	Northern Pacific Junc.	Knife Falls	6.00	Knife Falls	6.00
	Taylors Falls & Lake Superior R. R. (Jointly with Minneapolis & St. Louis.)	Wyoming		20.30	Taylors Falls	20.30
Northern Pacific R. R.	Northern Pacific	Northern Pacific Junc.	Moorhead	229.50	Moorhead	229.50
	Western, or Brainerd Branch	Sauk Rapids	Brainerd	60.50	Brainerd	60.50
Northern Pacific, Fergus & Black Hills		Wadena			Fergus Falls	50.00
Minneapolis & St. Louis Ry.	Minneapolis & St. Louis	Minneapolis	Albert Lea	108.00	Albert Lea	108.00
	Minneapolis & Duluth	Minneapolis	White Bear	15.00	White Bear	15.00
	Branch	Albert Lea	Iowa Line	13.50	Iowa Line	13.50
	Pacific Extension	Hopkins Station	Winthrop		Winthrop	60.64
Winona & St. Peter Railroad.	Winona & St. Peter	Winona	Dakota Line	288.50	Dakota Line	288.50
	Winona, Mankato & New Ulm	Mankato Junction	Mankato	3.75	Mankato	3.75
	Plainview	Plainview Junction	Plainview	15.01	Plainview	15.01
	Chatfield	Chatfield Junction	Chatfield	11.46	Chatfield	11.46
	Rochester & Northern Minnesota	Rochester	Zumbrota	24.48	Zumbrota	24.48
	Minnesota Valley	Sleepy Eye	Redwood Falls	24.40	Redwood Falls	24.40
	Chicago & Dakota	Tracy	Dakota Line	46.38	Dakota Line	46.38
Burlinngon, Cedar Rapids & Northern		Iowa Line	Albert Lea	12.50	Albert Lea	12.50
Total number of Miles				3,147.85		3,269.18

Stock and Debt Statement for the Year Ending June 30, 1881.

	STOCK.				DEBT.				Minnesota Proportion of Stock and Debt.	
	Common.	*Preferred.*	*Total.*	*Minn. Pro.*	*Bonds.*	*Floating D.*	*Total.*	*Minn. Pro.*	*Total.*	*Per Mile.*
Winona & St. Peter	$ 2,300,000	.....	$ 2,300,000	$ 2,300,000	$9,717,000	$1,561,508 82	$10,278,508	$10,318,444 82	$13,578,508 82	$30,007 75
Chicago, Milwaukee & St. Paul	15,404,261	$12,950,483	28,354,744	7,482,141	74,615,000	655,497 00	75,370,497	19,862,090 00	27,344,231 00	28,416 00
Chicago, St. Paul, Minneapolis & Omaha	13,813,333	9,613,333	23,446,666	9,073,148	16,156,175	.....	16,156,175	6,257,286 00	15,330,434 00	42,983 71
St. Paul, Minneapolis & Manitoba	15,000,000	.....	15,000,000	15,000,000	18,107,700	.....	18,107,700	18,107,700 00	33,107,700 00	38,186 50
St. Paul & Duluth	4,055,407	4,705,606	8,761,013	.....	none	none	.....	.....	8,761,013 00	50,060 00
Northern Pacific	49,000,000	51,000,000	100,000,000	10,155,555	21,586,800	883,889 00	22,470,689	6,137,546 14	12,436,235 00	58,660 00
Minneapolis & St. Louis	6,000,000	4,000,000	10,000,000	.....	3,309,725	1,341,546 00	4,651	3,122,971 00	6,137,546 14	23,073 48
* B., C. R. & Northern	5,500,000	.....	.....	.....	150,000	.....	150,000	150,000 00	275,555 00	.....
Western	800,800	.....	.....	800,800	576,000	.....	576,000	576,000 00	1,376,800 00	22,933 00
Total	$111,873,501	$82,269,422	$187,862,423	$44,811,644	$144,218,400	$4,442,440 82	$143,114,220	$64,532,037 96	$118,348,022 96	†$36,788 80

*Owns no road in Minnesota.

†Average.

Earnings and Operating Expenses in Minnesota in the Year Ending June 30, 1881.

	GROSS EARNINGS PER CLASS AND PER MILE OPERATED.					OPERATING EXPENSES.			NET EARNINGS.		Miles Operated.
	Freight.	*Passengers.*	*Miscel.*	*Total.*	*Per Mile.*	*Total.*	*Per Mile.*	*Per Ct*	*Total.*	*Per Mile.*	*Average Per Year.*
Chicago, Milwaukee & St. Paul	$2.388,789 78	$903,486 46	$164,145 07	$3,456,421 26	$3,677 04	$2,021,060 02	$2,150 06	58.00	$1,435,360 86	$1,526 98	940.00
Winona & St. Peter	847,142 13	299,650 01	45,146 41	1,191,938 55	2,671 00	1,411.300 57	3,118 90	116.00	Deficiency.	202,674 36	450.52
*St. Paul & Sioux City	216,675 49	2,166,154 50	78,491 46	1,049,516 66	2,117 10	600,636 64	1,683 88	56.67	272,684 70	354 74	356.70
C., St. P., M. & Omaha	284,985 06	82,773 76	9,412 31	377,171 17	5,377 21	158,253 82	2,833 10	53.06	218,917 30	2,524 11	†397.90
St. P., M. & Manitoba	2,651,003 85	807,429 41	140,982 56	3,399,425 00	5,271 87	1,746,095 62	2,487 31	.....	1,954,756 25	2,784 56	702.00
Minneapolis & St. Louis	727,803 73	131,335 70	15,749 14	873,999 88	3,910 98	850,341 79	2,150 58	86.50	136,790 60	542 80	165.50
Northern Pacific	1,644,221 42	449,963 56	80,924 20	2,175,109 18	5,598 74	1,021,240 96	2,628 68	47.00	1,153,868 22	2,716 10	388.50
St. Paul & Duluth	421,975 50	139,481 30	67,569 68	629,026 68	3,294 43	536,839,72	3,067 60	85.00	92,195 96	528 83	175.00
B. C. R. & Northern	46,274 09	8,389 58	1,443 28	56,146 95	3,183 00	39.796 95	3,166 00	65.00	16,349 99	1,300 71	12.57
Totals	$9.228,811 00	$4,988,664 28	$603,864 01	$13,921,339 20	$3,900 00	$8,385,566 09	$2,587 34	70.90	$5,280,923 09	.....	‖3,190.69

*For eleven months. ‡Includes St. Paul and Sioux City for only one month. †23.70 miles for 11 months. 397.00 miles for one month. ‖Average.

Railroad Train Mileage and Passengers Carried in Minnesota During the Year Ending June 30, 1881.

	MILES RUN BY PASSENGER AND FREIGHT TRAINS.			EMPTY FREIGHT CARS.	NO. AND MILEAGE OF PASSENGERS.			*AVERAGE RATES PER MILE.			
					Passengers.	Mileage.		Passengers.		Freight per ton.	
	Passenger.	*Freight.*	*Total.*	*Mileage.*	*Number.*	*Total.*	*Average.*	*Through.*	*Local.*	*Through.*	*Local.*
Chicago, Milwaukee & St. Paul	674,282	1,395,332	2,069,614	6,402,705	884,620	31,903,414	36.00	2.81	.....	1.30	1.81
Chicago, St. Paul, Minneapolis & Omaha	54,647	284,839	339,486	.....	287,755	18,606,799	64.67	.....	.....	.....	.....
St. Paul & Sioux City	227,113	506,704	733,817	.....	205,734	10,326,981	50.20	.....	.....	.....	.....
Northern Pacific	428,479	628,198	1,056,671	4,572,727	117,506	10,153,083	86.00	3.91	.....	2.16	.....
St Paul, Minneapolis & Manitoba	638,705	1,092,945	1,731,650	6,889,601	540,102	25,384,814	47.00	3.23	.....	.....	.....
St. Paul & Duluth	117,732	268,157	385,889	1,295,933	124,288	3,948,129	31.78	.....	.....	.....	.....
Winona & St. Peter	270,840	984,619	1,255,446	2,867,481	197,471	10,145,287	51.37	3.01	.....	1.35	.....
Minneapolis & St. Louis	167,505	750,193	917,698	.....	145,474	5,078,320	34.90	2.71	3.41	1.48	2.46
Burlington, Cedar Rapids & Northern	16,114	28,621	44,735	.....	22,990	314,964	12.07	3.13	.....	3.26	.....
Total	2,595,417	5,939,608	8,535,006	22,028,452	2,525,940	115,860,791	46.59	2.80	3.41	1.91	2.13

*The through rate is the average of through and local, where no local is given.

Tonnage Carried in Minnesota—Year Ending June 30th, 1881.

	Grain.	Other Agricultural prod'ts.	Flour and Meal.	Provisions.	Manufactures	Animals.	Lumber and other forest prod.	Metals and Minerals.	Stone, Brick, etc.	Coal.	Merchandise and Miscellaneous.	Total No. of Tons carried.	Freight forwarded from Stations.	Freight received at Stations.	Miles opert'd. Av. For Year.
C., M. & St. Paul	319,814	10,519	154,240	2,568	6,855	15,417	96,152	5,569	25,575	4,028	166,778	807,515	807,515	700,389	940.00
C., St. P., M. & Omaha	70,808	.....	151,819	7,820	.....	8,075	286,128	42,247	11,051	17,171	254,928	850,044	850,044	850,044	*397.95
St. Paul & Sioux City	130,031	26,006	6,001	5,321	.....	10,403	145.635	47.799	16,904	10,283	520,124	1,029,965	1,029,966	1,029,965	356.70
Northern Pacific	124,084	3,513	16,422	7,307	14,355	10,909	121,374	29,082	11,150	9,440	43,260	390,896	390,896	390,896	388.50
St, Paul, M. & Manitoba	.....	‡335,483	.....	.....	.....	17,516	154,651	11,196	24,842	9,897	123,152	666,820	666,820	666,820	702.00
St. Paul & Duluth	48,989	5,057	16,051	931	16,178	3,023	172,523	4,419	7,409	28,520	25,029	328,129	32,129	328,129	175.00
Winona & St. Peter	166,709	3,379	15,671	4,224	.....	4,095	85,955	.....	7,205	48,109	80,608	415,987	.....	.....	450.22
Minneapolis & St. Louis	81,673	2,555	99,120	41,054	6,536	7,290	146,081	21,698	16,908	51,946	53,920	528,775	.....	.....	165.50
B., C. R. & Northern	12,582	.....	69,750	400	.....	1,302	12,614	2,714	†2,395	49,842	1,530	103,467	.....	.....	12.57
Total	954,700	386,512	529,074	69,625	43,924	78,030	1221,113	164,724	123,430	229,225	1,269,299	5,121,598	3,777,369	3,966,500	3,140.49

‡Including grain.

†Mostly ice.

*Including St. Paul & Sioux City one month only.

Railroad Lands—Acres sold and contracted to be sold, and Receipts from Sales, Contracts, Stumpage, etc.

	Acres of Grant.		Sales and contracts, year ending June 30, 1881.		Sales and contracts in 5 months end. Nov. 30, 1881.		Sales and contracts in all years to June 30, 1881.		Average Price.	
	Received.	*To inure.*	*Acres.*	*Receipts.*	*Acres.*	*Receipts.*	*Acres.*	*Receipts.*	*Now.*	*During Year.*
Minnesota Central	173,000.00	None.	2,491.00	$ 53,647 00	1,484.00	$ 21,018 00	154,242.00	$ 885,342 00	.....	.....
St. Paul & Sioux City	884,268.00	.....	16,776.00	138,185 00	4,530.00	36,071 00	329,525.00	1,916,563 00	6 50	6 50
Sioux City & St. Paul	231,145.00	.....	12,936.00	86,902 00	1,322.00	10,207 00	115,881.00	778,648 00	6 50	6 50
Winona & St. Peter	1,750,872.46	Unadjusted.	109,202.25	302,183 60	.....	.....	348,915.96	110,447 12	4 00	3 11
St. Paul & Chicago	459,775.00	1,665.00	23,827.00	47,923 00	37,822.00	52,896 00	53,247.00	125,490 00	.....	.....
Hastings & Dakota	313,051.00	50,000.00	46,087.00	73,803 00	3,500.00	31,020 00	57,970.00	105,850 00	.....	.....
Southern Minnesota	373,212.00	Unknown.	4,787.00	22,838 00	.....	.....	238,787.00	807,067 00	6 00	6 95
Southern Minnesota Extension	170,073.00	9,000.00	1,870.00	2,387 00	.....	.....	.....	.....	6 00	5 88
St. Paul, Minneapolis & Manitoba	2,296,802.00	1,651,198.60	97,863.00	217,514 04	†91,608.00	247,382.00	837,600.00	5,002,473 04	5 50	4 70
St. Paul & Duluth	*1,441,289.73	245,110.27	4,545.77	13,856 85	.....	.....	183,016.05	1,545,948 41	.....	.....
Stillwater & St. Paul	65,113 00	None.	748.00	.....	2,758.00	*800 00	13,616.00	49,362 00	.....	.....
St. Paul, Stillwater & Taylors Falls	44,246.30	.....	920.00	6,400 00	440.00	2,640 00	9,537.00	49,935 00	6 00	6 00
Northern Pacific	990,619.00	1,946,980.70	24,731.20	80,851 64	.....	.....	431,508.01	2,479,207 06	4 00	3 22
Western	296,830.00	99,570.00	5,173.00	27,567 00	.....	.....	24,932.00	53,713 00	1 25 to 8 00.	3 62
N. P. and St. P M. & M. lands in dispute	413,800.00	.....	29,630.00	60,506.00	47,695.00	86,983.00	98,757.00	250,901.00	.....	.....
Total	9,904,095.49	3,903,541.92	381,587.22	1,133,564.13	191,159.00	489,017.00	2,897,534.02	14,160,955.60	.....	.....

Winona & St. Peter Barney contract 317,061.26

*Year ending Dec. 31, 1880.

†6 months ending Dec 31.

Miles of Railroad in Minnesota at the close of each Year.

Original names of roads or divisions.		1862	1863	1864	1865	1866	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881
St. Paul, Minneapolis & Manitoba.	Former St. P. & P. branch line	10	27½	40	50	76	76	76	76	76	76	76	76	76	76	76	76	75.75	75.75	75.75	
	Former St. P. & P. main line						16	51	111	135	207	207	207	207	207	207	207	207.10	207.10	*254.60	259
	Former St. Vincent extension											132½	132½	132½	132½	132½	136	241.67	319.62	319.62	393
	Crookston-Grand Forks														10	10	10	10	21.56	24.56	26
	Breckenridge-Barnsville, etc																30	30	80	52.24	
	Minneapolis to Clearwater																				50
	Lake Minnetonka, North Shore																				6
	Pelican Rapids branch																				3.50
	Morris to Browns Valley																				47
Chicago, Milwaukee & St. Paul.	Iowa & Minnesota Div			10	56	71	134	137	148	148	148	148	148	148	148	148	148	147.52	147.52	147.52	147.52
	Southern Minnesota				16	30	30	50	90	167½	167¼	167¼	167¼	167¼	167¼	167¼	16¼	210.50	297.25	297.25	297.25
	Hastings & Dakota							20	28	28	48	75	75	75	75	75	75	156.54	202.44	202.44	202.44
	River Div								20	55	101½	128	128	128	128	128	128	130.47	130.47	140.77	140.74
	Chic. Clinton, Dubuque & Minn											25	25	25	25	25	25	25	25	25	25
	Central of Minnesota													40	40	40	40	40	40	40	40
	Minnesota Midland																20	59	59	59	59
	Caledonia, Mississippi & Western																		57.50	58.71	58.71
Chicago, St. Paul, Minneapolis & Omaha.	St. Paul-St. James, etc				22	47	67	90	100	121¼	121¼	121¼	121¼	121¼	121¼	121¼	121¼	121.27	155.27	164.77	121.27
	Lake Crystal to Elmore																				44
	St James-Sioux City										56	66¼	66¼	66¼	66¼	66¼	66¼	66.25	66.25	66.25	66.25
	St. P., Stillwater & T. F.										18	20¾	23¾	23¾	23¾	23¾	23¾	23. 8	23. 8	26. 3	26. 3
	Worthington-Sioux Falls, etc															29½	37½	42.53	52.53	52.53	52.53
	Minnesota & Black Hills																			44	44
Winona & St. Peter.	Winona & St. Peter		29	50	66	91	106	106	116	139	165	284	288½	288½	288½	288½	288½	288.50	288.50	288.50	288.50
	Plainview																	15.01	15.01	15.01	15.01
	Chatfield																	11.46	11.46	11.46	11.46
	Minnesota Valley																	24.40	24.40	24.40	24.40
	Rochester & Northern Minnesota																	24.48	21.48	21.48	24.48
	Chicago and Dakota																		46.38	46.38	46.38
	Winona, Mankato & New Ulm									3¾	3¾	3¾	3¾	3¾	3¾	3¾	3¾	3.75	3.75	3.75	3.75
St Paul & Duluth								30	77	156	156	156	156	156	156	156	156	156	162	162	162
Stillwater & St Paul										13	13	13	13	13	13	13	13	13	13	13	13
Northern Pacific										50	229½	229½	229½	229½	229½	229½	229½	229.50	229.50	229.50	299.50
Northern Pacific—Brainerd branch												4½	4½	4½	4½	4½	60½	60.50	60.50	60.50	60.50
Minneapolis & Duluth											13	15	15	15	15	15	15	15	15	15	15
Minneapolis & St Louis											27	27	27	27	27	27	108½	108	121.50	121.50	121.50
Taylors Falls & Lake Superior																				20.30	20.30
Minneapolis & St. Louis, Pacific extension																		12.05			60.64
Burlington, Cedar Rapids & Northern																	13		12.50	12.50	12.50
Northern Pacific, Fergus & Black Hills																					50
Total No. of miles built		10	56½	100	210	315	429	560	766	1092½	1550½	1900	1907½	1947½	1957½	1987	2199	2549.50	2986.04	3099.59	3,278.16
No. of miles built each year		10	46½	43½	110	105	114	131	206	326½	458	349½	7½	40	10	29½	212	350.50	436.54	113.55	178.57

*Includes Browns Valley Branch.

RAILROAD TAXES

For the Years 1878, 1879 *and* 1880, *and Totals for first* 17 *Years.*

	1878	1879	1880	Total for first 17 years.
Winona & St. Peter	$24,794 70	$26,420 34	$33,705 01	$ 239,774 24
St. Paul, Minneapolis & Manitoba	46,775 92	64,754 51	95,090 99	378,012 62
St. Paul & Sioux City	24,076 04	25,846 66	.....	.....
Southern Minnesota	19,291 09	18,559 47	.....	.....
St. Paul & Duluth	8,563 64	16,801 24	17,116 75	113,760 48
Minneapolis & St. Louis	8,104 70	9,410 82	15,336 82	46,967 84
Northern Pacific	15,360 95	27,381 58	47,153 11	137,010 22
Chicago, St. Paul, Minneapolis & Omaha	2,087 13	2,763 58	33,956 75	212,615 43
St. Paul, Stillwater & Taylors Falls	1,558 32	1,654 22	.....	.....
Chicago, Clinton, Dubuque & Minnesota	556 43	621 91	.....	.....
Central R. R. of Minnesota	990 99	855 25	.....	.....
Burlington, Cedar Rapids & Northern	313 91	349 05	770 19	1,567 86
Minnesota Valley	51 46	106 66	.....	.....
Rochester & Northern Minnesota	26 72	123 15	.....	.....
Plainview	23 27	96 14	.....	.....
Chatfield	2 09	47 63	.....	.....
Chicago, Milwaukee & St. Paul	47,593 76	53,487 23	80,313 48	619,434 66
Chicago & Dakota (first 4 months)	.....	75 56	.....	.....
	$200,171 12	$249,354 99	$323,443 10	$1,749,143 92

The Winona & St. Peter, in columns for 1880, and total of first 17 years, embraces the Minnesota Valley, Rochester & Northern, Plainview, Chatfield, and Chicago & Dakota companies of former years.

The Chicago, St. Paul, Minneapolis & Omaha embraces St. Paul & Sioux City and St. Paul, Stillwater & Taylors Falls for same periods.

The Chicago, Milwaukee & St. Paul likewise embraces the Southern Minnesota, the Chicago, Clinton, Dubuque & Minnesota, and Central R. R. of Minnesota.

ACCIDENTS TO PERSONS FOR YEAR ENDING JUNE 30, 1881.

In the following summary, accidents from causes beyond the person's control, are in columns No. 1, and those from misconduct or want of caution in columns No. 2.

K. for killed. I for injured.

	PASSENGERS.				EMPLOYES.				OTHERS.				Total.	
	1		2		1		2		1		2			
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Chicago, Milwaukee & St. Paul	....	10	....	6	4	24	8	86	....	....	10	15	22	141
Chicago, St. Paul, M. & O	....	....	....	....	3	6	....	1	....	....	1	2	4	9
Minneapolis & St. Louis	....	....	....	....	2	1	....	2	....	....	2	1	4	4
Northern Pacific	....	....	1	1	1	20	....	1	....	....	3	....	5	22
St. Paul & Duluth	....	....	....	....	2	4	4	23	....	....	....	....	6	27
St. Paul Minneapolis & Manitoba	2	14	1	1	....	....	12	6	....	....	4	1	19	22
St. Paul & Sioux City	....	....	....	....	1	7	2	4	....	....	2	1	5	12
Winona & St. Peter	....	....	....	....	7	8	....	3	....	....	1	1	8	12
Totals	2	24	2	8	20	70	26	126	...	....	23	21	73	249

TITLE AND INDEX TO GENERAL AND SPECIAL LAWS RELATING TO RAILROADS, PASSED IN 1881.

GENERAL LAWS.

Chapter 31 of printed volume of General Laws. An act to amend title 1, chapter 34, of General Statutes of 1878, relating to corporations. Railroad corporations of this State may exercise their rights and privileges in other States and Territories, subject to laws of such States. May build branches and extensions.

Chapter 57. An act to amend section 29, title 1, and section 112, title 2, of chapter 34, General Statutes of 1878. Relates to awards for damages; also to amount of capital stock, etc.

Chapter 94 printed volume. An act to authorize any railroad company to lease, purchase, or in any way become owner of, or to control, any other railroad corporation, or to consolidate therewith. (Parallel lines excepted.)

Chapter 95. An act to authorize railroad companies to alter their routes, or the location of their lines. (Vote of the people required to consent to change, in case pecuniary aid has been given such road.)

Chapter 137. An act to punish rowdyism on railway cars.

Chapter 153. An act to repress and punish disorderly conduct on public conveyances. (Conductors may arrest, etc.)

SPECIAL LAWS.

Chapter 104. An act to amend the charter of the Minnesota Central Railroad Company.

Chapter 113. An act to amend an act, entitled, "An act to amend an act to incorporate the Minnesota Western Railroad Company, approved March 3, 1853, etc."

Chapter 123. An act to amend, etc. An act granting swamp lands to aid the Minneapolis & St. Cloud R. R. Co. in building branch, etc.

Chapter 127. An act to amend section 1, chapter 165, Special Laws of 1873, etc., in relation to issuing bonds to the Duluth, St. Cloud & Yankton R. R. Co.

Chapter 197. An act to authorize the construction of a railway across the Bay of Duluth, etc.

Chapter 205. An act to authorize the Chicago & Northwestern Railway Company to acquire, construct, maintain and operate railways in the State of Minnesota.

Chapter 219. An act to authorize the Chicago, St Paul, Minneapolis & Omaha Railway Company to acquire, construct, maintain and operate railroads in the State of Minnesota.

Chapter 221. An act to authorize the Chicago, Milwaukee & St. Paul Railway Company to acquire, construct, maintain and operate railways in the State of Minnesota.

Chapter 362. An act to confer upon the Chicago, St. Paul, Minneapolis & Omaha Railway Company the rights, powers, franchises, privileges and immunities, within the State of Minnesota, heretofore conferred upon the Chicago, St. Paul & Minneapolis and West Wisconsin Railway Companies, and to declare the Chicago, St. Paul, Minneapolis & Omaha Railway Company the successor, in the State of Minnesota, of the Chicago, St. Paul & Minneapolis and West Wisconsin Railway Companies.

Chapter 372. An act to enable the Winona & St. Peter Railroad Company to purchase or lease the property and franchises of the Minnesota Valley Railway Company, the Chatfield Railway Company, the Chicago & Dakota Railway Company and the Dakota Central Railway Company, and to operate the lines of said roads; and to amend an act, approved March 6, 1871, entitled, "an act to enable the Winona & St. Peter Railroad Company to purchase the property and franchises of the Winona, St. Peter, Mankato & New Ulm Railway Company."

Chapter 377. An act to confirm the sale of the line of railway of the Southern Minnesota Railway Company, extending from La Crescent, on the Mississippi river, in the county of Houston, in a westerly direction, to the west line of the State, with the branch thereof to Mankato, and authorize the Chicago, Milwaukee & St. Paul Railway Company, the purchaser thereof, to own and operate the same.

Chapter 412. An act to confirm the organization and certain purchases of the St. Paul, Minneapolis & Manitoba Railway Company, and in relation to the charter powers, franchises and property of said company.

Chapter 414. An act to authorize the Winona & St. Peter Railroad Company to purchase the stock and to purchase or lease the property and franchises of the Plainview Railway Company.

Chapter 415. An act granting swamp lands to aid in the construction of the main line of railroad of the Little Falls & Dakota Railroad Company.

LAWS PASSED AT THE EXTRA SESSION OF 1881.

GENERAL LAWS.—(Not yet published in book form.)

An act to amend section 29, of chapter 34, General Laws of 1878, relating to railroad intersections.

An act granting right of way over swamp lands of this State.

An act relating to the duties of the Railroad Commissioner.

RAILROAD COMPANY REPORTS,

FOR THE

YEAR ENDING JUNE 30, 1881.

Gauge of Railroads in operation June 30, 1881, *four feet eight and one half-inches except Wabasha to Zumbrota*, 59 *miles, and Caledonia Jc to Preston*, 57.50 *miles, divisions of the Chicago, Milwaukee & St. Paul Railway Co., which are three feet gauge.*

WINONA & ST. PETER RAILROAD COMPANY.

Including the Winona, Mankato & New Ulm, purchased by W. & St. P. R. R. Co., Oct. 11, 1880 Minnesota Valley; Rochester & Northern Minnesota; Plainview; Chatfield; and Chicago & Dakota Railroads, purchased by W. & St. P. R. R. Co., May 11, 1881.

OFFICERS.

Albert Keep, President.....Chicago, Ill.
M. L. Sykes, 1st Vice-President and Treasurer.....New York, N. Y.
S. O. Howe, Secretary.....New York, N. Y.
B. C. Cook, Solicitor.....Chicago, Ill.
J. D. Layng, General Superintendent.....Chicago, Ill.
M. Hughitt, General Manager.....Chicago, Ill.
Jno. E. Blunt, Chief Engineer.....Winona, Minn.
W. A. Thrall, General Ticket Agent.....Chicago, Ill.
C. G. Eddy, General Freight Agent.....Chicago, Ill.
J. B. Redfield, Auditor.....Chicago. Ill.
C. E. Simmons, Land Commissioner.....Chicago, Ill.

The foregoing general officers, are officers of the Chicago & Northwestern Ry. Co., which is the operating company, and the general offices, located in Chicago, are the same as those of the Chicago & Northwestern Ry. Co.

Local General Officers—

S. Sanborn, Superintendent, office at Winona.
H. R. McCullough, Division Freight Agent, office at Winona.

Directors—

Albert Keep.....Chicago, Ill.
J. H. Howe.....Kenosha, Wis.
David Dows.....New York, N. Y.
A. G. Dulman.....New York, N. Y.
M. Hughitt.....Chicago, Ill.
M. L. Sykes,.....New York, N. Y.
Augustus Schell.....New York, N. Y.
W. L. Scott.....Erie, Pa.
J. B. Redfield.....Chicago, Ill.

Executive Committee.—Messrs. Keep, Sykes and Hughitt.
Annual Election.—1st Thursday in June.
Person to address concerning this report, B. C. Cook.

CAPITAL STOCK, DEBTS, ETC.

Common stock issued on account of construction	$400,000 00
Common stock issued for purchased lines	1,900,000 00

Class.	When Due.	Rate of Interest	Amount.
W. & St. P. R. R., 1st mortgage	Jan. 1, 1887	7	$2,547,000 00
W. & St. P. R. R., 2d mortgage	Nov. 1, 1907	7	1,610,000 00
W. & St. P. R R., ext gold	Dec. 1, 1916	7	4,255,000 00
Minn. Valley, 1st mortgage	Oct. 1, 1908	7	150,000 00
Rochester & Northern Min. Ry., 1st mort.	Sept. 1, 1908	7	200,000 00
Plainview R. R., 1st mortgage	Sept. 1, 1908	7	100,000 00
Chatfield R. R., 1st mortgage	Oct. 1, 1929	6	165,000 00
Chicago & Dakota Ry., 1st mortgage	Oct. 1, 1929	6	690,000 00
Total			$9,717,000 00

Amount of cash realized from sale of above mentioned bonds, about 90 per cent. of par value.

FLOATING DEBT, ETC.

Amount of debt not secured by mortgage	$1,561,508 82
Proportion of debt, bonded and floating, for Minnesota	10,318,444 82
Total amount of paid up stock and debt	13,578,508 82
Amount of stock and debt per mile of road	30,007 75

$1,900,000 of stock issued since last report, in payment for branches, issued for surrender of stock of roads purchased.

Total cost of road and equipment, $14,061,364 58.

CHARACTERISTICS OF ROAD.

Length—

	Whole length.	Minnesota
Winona & St. Peter R. R., Winona to Lake Kampeska	327.00	288.50
Branches—		
Rochester to Zumbrota	24.48	24.48
Plainview Junction to Plainview	15.01	15.01
Chatfield Junction to Chatfield	11.46	11.46
Mankato Junction to Mankato	3.75	3.75
Sleepy Eye to Redwood Falls	24.40	24.40
Tracy to Dakota line	46.40	46.40
Dakota line to DeSmet (in Dakota)	71.40	.....
Total of main line and branches, miles	523.90	414.00
Additional sidings	44.03	41.38
Miles of iron rail	150.55	150 55
Miles of steel rail	301.95	263.45

Stations—In Minnesota, 54, and 4 common points.

Bridges and Trestles—27 wooden bridges, aggregating 2,119 feet; 4 iron bridges, 3,146 feet; 3 combination bridges, 336 feet, and 421 wooden trestles, 51,818 feet.

Fences—304.25 miles of wire; 51.75 of board, and 17.25 miles of snow fences.

Railroad Crossings at Grade—C. M. & St. P., near Winona and at Owatonna; C., St. P., M. & Omaha, between Kasota and Mankato, and M. & St. L., at Waseca.

Equipment—

Locomotives of 30 to 40 tons	33
Locomotives of 20 to 30 tons	19
Passenger cars	7
Express and baggage cars	3
Box freight and stock cars	1,164
Flat and coal cars	265
Other cars, hand, etc	36

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage—

Passenger trains	270,840
Freight and mixed trains	984,619
Total number of train miles in Minnesota	1,255,446
Empty car mileage	2,867,481

Speed of Trains—miles per hour—Express, 25; accommodation, 20; freight, 15.

TARIFFS.

Average rates—3.01 cents per mile for passenger, and 1.35 cents per ton per mile for freight.

Tonnage—

	Tons.
Grain	166,709
Other agricultural products than grain	3,379
Flour and meal	15,671
Provisions	4,225
Animals	4,095
Lumber	59,231
Other forest products	26,724
Stone, brick, lime, cement, sand, &c	7,205
Coal	48,109
Merchandise and other articles	80,608
Total	415,987

Passengers.—Number carried, 197,471; number carried 1 mile or passenger mileage, 10,145,287; average distance traveled by each, 51.37 miles.

Fuel consumed.—6,806 cords of wood, and 57,760 tons of coal.

Freight hauled.—About 6 tons per car, and 66 tons per train.

EARNINGS AND EXPENSES.

Gross earnings—

	Whole Road.	Minnesota.
Freight	$ 857,163 09	$ 847,142 13
Passengers	305,604 25	299,650 01
Mails	23,511 81	
Express	13,661 00	45,146 41
Miscellaneous	8,686 06	
Total	$ 1,208,626 21	$ 1,191,938 55

Operating expenses—

Repairs of engines and tenders	$ 82,537 02
Repairs of cars	50,091 49
Repairs of buildings	19,971 38
Repairs of fences, gates and crossings	20,578 80
Repairs of bridges and culverts	151,735 04
Repairs of track	392,165 90
Repairs of tools and machinery	17,762 36
Fuel used by locomotives	217,272 31

Operatidg Expenses—Continued.

Fuel and lights used in cars and at stations	18,015 06
Oil and waste used	14,109 98
Office and station furniture and expenses	5,090 94
Furniture and fixtures for cars	1,949 48
Foreign agents	2,132 24
Advertising	2,647 69
Stationery, printed blanks, tickets, &c	5,122 11
Enginemen, firemen and wipers	137,614 53
Conductors, Baggagemen and brakemen	77,130 23
Laborers and switchmen at stations	55,294 64
Agents and clerks at stations	84,594 11
Superintendence	5,009 78
Rents	355 00
Loss and damage	2,855 28
Injury to persons	4,950 73
Teaming freight, baggage and mails	1,346 64
Insurance	
Miscellaneous expenses	7,615 83
Car hire paid over amount received	49 62
Total	$ 1,377,998 19
Add for taxes	33,302 38
Total	$ 1,411,300 57

In Minnesota were earned 98.62 per cent. of the gross earnings of the whole road.

Ratio of passengers to freight earnings, as 1 to 2.804.

Average in Minnesota of gross earnings per mile of road (average 450.52 miles operated for the year), $2,671.

The operating expenses in Minnesota were about $1,229,222.94.

Average of the same per mile operated, $3,118.90.

Excess of earnings over operating expenses and taxes—deficit, $202,674.36.

In addition to operating expenses, the following payments were made in the year, applicable to the whole road: Construction, purchase of branches, additional equipment and real estate, $3,368,643.65; interest on bonds, $672,340; total, $4,040,983.65.

GENERAL BALANCE JULY 1, 1881.

Assets—

Cost of road and equipment	$ 14,061,364 58
Trustees of sinking fund	92,000 00
	$ 14,153,364 58

Liabilities—

Capital stock	$ 2,300,000 00
Funded debt (bonds outstanding)	9,616,500 00
Redemption of bonds	363,000 00
Live bonds in sinking fund	100,500 00
Sinking funds paid	92,000 00
Unfunded debt, (due C. & N.-W. Ry.)	1,561,508 82
Land grant account	119,855 76
	$ 14,153,364 58

REGULATIONS, UNITED STATES MAILS, ETC.

At railroad crossings, employes are instructed to bring trains to full stop, before crossing the track of another company. At highway crossings, engineers are required to sound whistle 80 rods from crossing, and ring the bell.

Use Miller platform and coupler. Westinghouse air brake.

U. S. Mail, June 30, 1881.

The terms of service have been as follows:

Route.	Termini.	Miles.	Amount per annum.
26,015	Winona to St. Peter	141.40	$12,670 85
	Mankato Junction to Mankato	3.75	182 77
26,014	St. Peter to Gary	150.63	7,212 16
26,014	Gary to Watertown	34 00	Not fixed.
26,023	Sleepy Eye to Redwood Falls	26.76	1,143 98
26,018	Chatfield to Plainview	28.47	1,217 09
26,017	Rochester to Zumbrota	26.42	1,129 45
26,031	Tracy to Dakota line	46.40	Not fixed.

LANDS.—YEAR ENDING JUNE 30, 1881.

Acres received of grant	1,750,872.46
Acres to inure	Grant not yet adjusted.
Acres sold and deeded, year ending June 30, 1881	58,154.59
Acres contracted	51,047.66
Receipts from lands, year ending June 30, 1881	$302,183 60
Acres sold and contracted to be sold in all years to June 30, '81	348,915 96
Receipts from lands in all years to June 30, 1881	$1,110,447 12
Average price per acre during the year	$3 11
Average price per acre at which now offered	$4 00

(The foregoing is exclusive of 317,234 acres deeded under the Barney contract.)

Time when Sections of Road were Opened, etc.

When built.	From.	To.	When put in operation.	Miles.	Built by	History of original companies.
1864	Winona...	Rochester.....	1864	49.50		
1867	Rochester.	Waseca.....	1867	55.50		Chartered March 3, 1855, as the "Transit Railroad Company." Sold June 23, 1860. Organized by the purchasers June 23, 1860, as the "Winona & St. Peter Railroad Company.
1870	Waseca...	Janesville.....	1870	11.00		
1871	Janesville.	St. Peter.....	1871	23.00	Winona & St. Peter R. R. Co.....	
1872	St. Peter..	New Ulm.....	Feb. 1872	30.00		
1874	New Ulm.	Gary (Dak Line)	1874	119.50		
1874	Gary.	Lake Kampeska.	July 1878	38.50		
1871	Mankato J	Mankato.....	Nov. 1870	3.75	Winona, Mankato & New Ulm Ry. Co.	Organized June 25, 1870. Purchased by W. & St. P. R. R Co. Oct. 11, 1880.
1878	Sleepy Eye	Redwood Falls..	Aug. 5, 1878	24.40	Minn. Valley Railway Co..... ...	Organized July 7, 1876, } Purchased by
1878	Rochester.	Zumbrota.....	Oct. 5, 1878	24.48	Rochester & No. Minn. Ry. Co.....	" Oct. 25, 1887. } Winona & St.
1878	Eyota.....	Plainview	Oct. 22, 1878	15.01	Plainview R. R. Co.....	" Dec. 11, 1877. } Peter R. R.
1878	Eyota ...	Chatfield.....	Dec 8, 1878	11.46	Chatfield R. R. Co.....	" April 27, 1878. } Co., May 11,
1879	Tracy....	Dakota Line....	1879	46.40	Chicago & Dakota R. R. Co.....	" May 6, 1879 } 1881.
		Total.....		452 52		

ACCIDENTS IN THE STATE OF MINNESOTA, CAUSING INJURY TO PERSONS.

In 1880—

D. McElmarry, July 9, laborer, Stockton, climbing on moving train, leg amputated.
J. Zimmerman, July 10, laborer, Mankato, hand car struck by engine, fatal.
A. Martinson, July 10, child of 2 years, Canby, run over by train, fatal.
Ed. Shenton, July 13, switchman, Sleepy Eye, foot caught in frog, fatal.
S. Preston, July 21, laborer, Rochester, fell from train, fatal.
J. Stoupman, July 29, quarryman, Stockton, engine collided with car, ribs broken.
C. Lott, Sept. 3, brakeman, Mankato Junction, collision, fatal.
Dennis Dwyer, Sept. 4, blacksmith, Mankato Junction, breaking of lever, rib broken.
F. Warren, Sept. 8, bridge carpenter, Red Stone bridge, timber fell on him, fractured shoulder.
G. G. Buck, Sept. 24, farmer, Eyota, struck on crossing, injured in head.
D. C. Connell, Oct. 22, brakeman, Rochester, coupling cars, finger amputated.
C. Kingsley, Nov. 2, machinist, Winona, fell from engine standing, leg fractured.
Larry Kokoski, Nov. 6, laborer, Owatonna, fell from gravel train, fatal.
W. McCabe, Nov. 26, brakeman, Waseca, coupling cars, finger amputated.

In 1881—

Guy Monaghon, Jan. 3, clerk, Mankato, stepping from car to platform, spine injured.
Irving Pugh, Feb. 18, foreman, Winona, car off track, injury to spine.
J. L. Hughes, May 12, bridge carpenter, Winona, unloading bridge ties, finger amputated.
C. M. Williamson, June 1, brakeman, Waseca, coupling cars, internal injuries.
R. T. Williams, June 4, brakeman, Dover, train separated, fatal.
J. M. Wilson, June 21, conductor, Mankato, coupling cars, fatal.
Total killed, 8; injured, 12.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

OFFICERS

Alex. Mitchell, President	Milwaukee, Wis.
Julius Wadsworth, Vice President	New York.
P. M. Myers, Secretary	Milwaukee, Wis.
Jno. W. Cary, Solicitor	Milwaukee, Wis.
R. D. Jennings, Treasurer	Milwaukee, Wis.
S. S. Merrill, General Manager	Milwaukee, Wis.
W. C. Van Horne, General Superintendent	Milwaukee, Wis.
D. J. Whittemore, Chief Engineer	Milwaukee, Wis.
A. V. H. Carpenter, General Ticket Agent	Milwaukee, Wis.
Wm. G. Swan, Superintendent of Freight Traffic	Milwaukee, Wis.
Geo. Olds, General Freight Agent	Milwaukee, Wis.
Jas. P. Whaling, Auditor	Milwaukee, Wis.
Willis Drummond, Jr, Land Commissioner	Milwaukee, Wis.

General offices in Milwaukee, Wis.

Local Chief Officers for Minnesota—

J. A. Chandler, General Agent	St. Paul.
C. H. Hatheway, Contracting Agent	Minneapolis.
B. H. Langley, Division Freight Agent	Winona.
J. D. Brown, Northwestern Passenger Agent	St. Paul.
J. M. Eagan, Supt. of Southern Minnesota Division	La Crosse, Wis.
J. C. Boyden, Genl. N. W. Fr't Agent	St. Paul.

C. H. Prior, Ass't Gen. Supt. of River Division, Wabasha Division, Iowa & Dakota Division, Hastings & Dakota Division and Iowa & Minnesota Division ..... Minneapolis.
C. W. Case, Assistant Superintendent of Iowa & Minnesota and Hastings & Dakota Division ..... Minneapolis.
Geo. W. Sanborn, Ass't Sup't of Iowa & Dakota Division ..... Mason City, Ia.
F. H. Underwood, Ass't Sup't of River Division ..... St. Paul.
J. H. Lakey, Ass't Sup't of Wabasha Division ..... Wabasha.

Directors—

Alex. Mitchell	Milwaukee.	S. S. Merrill	Milwaukee.
Julius Wadsworth	New York.	J. Milbank	New York.
S. Chamberlain	Cleveland.	A. R. Van Nest	New York.
Jno. M. Burke	New York.	H. T. Dickey	Newport, R. I.
Peter Geddes	New York.	J. Stillman	New York.
John Plankinton	Milwaukee.	J. C. Easton	Lanesboro, Minn.
David Dows	New York.		

Executive Committee—Messrs. Mitchell, Millbank, Wadsworth, Geddes and Chamberlain.

Annual election of Directors—June.

Person to address concerning this report, J. P. Whaling, Auditor, Milwaukee.

CAPITAL STOCK, DEBT, ETC.

Common stock issued	$15,404,261 00
Preferred stock issued	12,950,483 00
Total of stock issued	$28,354,744 00
Proportion of stock for Minnesota	$7,482,141 00

Bonds.

NAME OF ROADS.	Where and when Payable.	Date of Issue.	Rate of Interest.	Amount.
Consolidated	N. Y., July 1, 1905	1875	7	$12,409,000 00
Consolidated, old issue	N. Y., July 1, 1904	1874	7	87,000 00
La Crosse Division	N. Y., Jan. 1, 1893	1863	7	5,743,000 00
Iowa and Minn. Division	N. Y., July 1, 1897	1867	7	3,436,000 00
Prairie du Chien Division, 1st mort	N. Y., Feb. 1, 1898	1868	8	3,674,000 00
Prairie du Chien Division, 2d mort	N. Y., Feb. 1, 1898	1868	7 3-10	1,315,000 00
Chicago and Mil. Division	N. Y., Jan. 1, 1903	1873	7	2,497,000 00
St. Paul (or River) Division	London, Jan. 1, 1902	1872	7	3,998,000 00
Iowa and Dakota Divisinn	N. Y., July 1, 1899	1869	7	572,000 00
Iowa and Dakota Division, extension	N. Y., July 1, 1908	1878	7	4,395,000 00
Hastings and Dakota Division	N Y., Jan. 1, 1902	1872	7	97.000 00
Hastings and Dakota Division, extension	N. Y., Jan. 1, 1910	1880	7	4,060,000 00
Southwestern Division	N. Y., July 1, 1909	1879	6	4,000,000 00
La Crosse and Davenport Division	N. Y., July 1, 1919	1879	5	2,500,000 00
Chicago and Pacific Division	N. Y., July 1, 1910	1880	6	3,000,000 00
Chicago and Pacific (western) Division	N. Y., Jan. 1, 1921	1881	6	4,200,000 00
Southern Minnesota Division	N. Y., July 1, 1910	1880	6	7,198,000 00
Mineral Point Division	N. Y., July 1, 1910	1880	5	2,160,000 00
Dubuque Division	N. Y., July 1, 1920	1880	6	6,500,000 00
Wisconsin Valley Division	N. Y., July 1, 1920	1880	6	1,700,000 00
Second mortgage	N. Y., Oct. 1, 1884	1864	7	387,000 00
Minnesota Central	N. Y., July 1, 1894	1864	7	129,000 00
Milwaukee and Western	N. Y., July 1, 1891	1861	7	215,000 00
Land grant income	N. Y., July 1, 1890	1880	7	358,000 00
Total bonded debt				$74,615,000 00

Floating debt in excess of assets	$655,497 82
Proportion of debt in Minnesota, bonded and floating	19,862,090 00
Proportion of debt and stock for Minnesota	27,344,231 00
Proportion of debt and stock per mile of road (3,786 miles)	$28,416 00

Cost of Road and Equipment—

Cost of construction and purchase of road, equipment, etc $107,583,572 10

CHARACTERISTICS OF ROAD.

Lengths of Road.

FROM.	TO.	Whole line.	In Minnesota.
		Miles.	*Miles.*
Milwaukee	Western Avenue, Chicago	82.20	
P. C. & St. Louis Junction	Milwaukee Avenue, Chicago	.40	
Libertyville Junction	Libertyville	3.00	
Kinnickinnic	Bay View	.75	
Chicago	Lannark Junction	115.68	
Racine	Port Byron Junction	122.00	
Eagle	Elkhorn	16.50	
Watertown	Hampton Mines	4.25	
Savanna	Sabula	2.74	
Sabula	Cedar Rapids	92.20	
Farley	Paralta	43.60	
Davenport	Jackson Junction	150.60	
Eldridge	Maquoketa	32.30	
Milwaukee	Pra du Chien	194.40	
Milton	Monroe	42.90	
Lone Rock	Richland Center	16.00	
Stock Yards, Milwaukee	Pra du Chien division Junction	.66	
Brodhead	Albany	7.15	
Janesville	Beloit Junction	13.84	
Milwaukee	La Crosse	196.39	
Madison	Portage	39.00	
Watertown Junction	Madison	36.55	
Lisbon	Necedah	12.86	
Viroqua Junction	Viroqua	32.20	
La Crosse Levee	Track	.75	
Clinton	La Cresent Junction	171.55	24.90
Turkey River Junction	Wadena	43.75	
Bellevue	Cascade	65.59	
Waukon Junction	Waukon	22.80	
Caledonia Junction	Preston	57.50	57.50
Hastings	Milbank Junction	214.10	203.59
Milwaukee Junction	Groton	77.43	
Milwaukee Junction	North-West	22.00	
Benton	Minneapolis	28.90	28.90
Warren	Mineral Point	32.75	
Calamine	Platteville	18.00	
Tomah	Merritt	108.53	
Milwaukee	Portage	95.08	
Horicon	Berlin	42.30	
Rush Lake	Winneconne	14.80	
Ripon	Oskosh	20.00	
Spring St Junction	Schwartzburg	5.34	
Line to Cement	Mills	1.20	
McGregor	Minneapolis	215.42	130.64
Conover	Decorah	8.77	
Austin	Mason City	39.33	11.37
Calmar	Marion Junction	287.40	
Marion Junction	West	99.30	
Marion Junction	Running Water	62.31	
Rock Valley	Eden	9 60	
Sioux City	Yankton	61.30	
Elk Point	Sioux Falls	69.70	
Bridge Junction	St. Paul	128.51	128.51
St. Paul	St. Paul Junction	5.61	5.61
St. Paul	Minneapolis	8.30	8.30
Wabasha	Zumbrota	59.00	59.00
Bridge Switch	Madison	336.00	293.90
Sioux Falls Junction	Dell Rapids	13.15	
Wells	Mankato	40.00	40.00
North La Crosse	Bridge Junction	1.93	.96
Total length		3,786.17	999.08

Miles of iron track	2,964 17	805 41
Miles of steel rail track	822.00	193.67

Gauge of road—4 feet 8½ inches, except Wabasha and Caledonia and Preston divisions, which are 3 feet.

Stations—161 in Minnesota; common points in Minnesota, 11.

Bridges and trestles—In Minnesota 51 wooden bridges aggregating 7,352 feet, combination bridges 4, aggregate 630 feet, pile bridges 6, aggregate 168 feet, 8 iron bridges, aggregating 3,420 feet, and 750 wooden trestles, aggregate length 79,236 feet.

Fences—610 miles of boards and posts, 83 miles board and wire, and 6 miles of wire.

Railroad crossings at grade—W. & St. P. at junction near Winona, and at Owatonna; St. P. & D., and St. P. M. & M., at St. Paul; C. St. P. M. & O., at Shakopee; Mankato, Winnebago and Prairie Junction; Burlington & C. R. at Albert Lea; and M. & St. L. at Chaska.

Equipment—Applying to 3,786 miles of road: 470 locomotives, 187 passenger cars, 140 express, baggage and mail cars, 11,935 box freight and stock cars, 25 sleepers and parlor cars, 3,785 flat and coal, and 236 other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage in Minnesota—Of passenger trains	674,282
Of freight and mixed trains	1,395,332
	2,069,614
Empty freight car mileage	6,402,705

Speed of trains—Average miles per hour—22 for express, and 20 for mail and accommodation; for freight, highest 15, and 10 schedule rate.

Tariffs—Average rate per mile, 2.81 cents for passengers; 1.30 cents per ton for through and 1.81 cents for local freight.

Tonnage forwarded from Minnesota stations—

	Tons.
Grain	319,814
Agricultural products except grain	10,519
Flour and meal	154,240
Provisions	2,568
Manufactures	6,855
Animals	15,417
Lumber	76,694
Other forest products	19,458
Iron, lead and mineral products	5,569
Stone, brick, lime, cement, sand, &c	25,575
Coal	4,028
Merchandise and other articles	166,778
Total	807,515
Total freight carried in Minnesota, part estimated forwarded from stations in other States	1,297,787

Passengers—Whole number carried in Minnesota, 886,620; passenger mileage, or number of passengers carried one mile, 31,903,414, average distance traveled by each passenger, 36 miles.

Fuel consumed—28,950 cords of wood, and 79,510 tons of coal.
Average amount of freight hauled per car, about 5 tons.

STATISTICS OF TRAFFIC.

Abstract of Commodities Shipped from Stations—Eastward

STATIONS.	Wheat. Bushels.	Other Grain. Bushels.	Flour. Barrels.	Other farm products. Tons.	Lumber. M feet.	Other products of the forest. Tons.	Mdse. and miscellaneous. Tons.
Caledonia Junction	.....	4,800	370	.....	.....	.....	20
Caledonia	23,585	3,805	13	27	.....	.....	556
Spring Grove	59,988	8,131	.....	37	.....	.....	596
Newhouse	.....	533	.....	5	.....	.....	65
Mable	39,967	9,027	.....	51	.....	.....	438
Canton	20,110	6,293	.....	13	1	.....	338
Harmony	26,327	6,473	.....	12	.....	.....	86
Preston	43,911	3,458	12,574	16	.....	.....	165
Brownsville	6,831	.....	53	2	12	10	67
La Crescent Junction	5,667	39,529	.....	.....	1,506	318	313
Dakota	17,304	3,436	.....	.....	.....	.....	43
La Moille	10,712	2,173	2,100	.....	.....	.....	14
Winona	191,860	75,789	2,765	31	98	20	960
Minnesota City	61,683	310	.....	2	.....	.....	15
Minnieska	42,915	7,076	.....	4	.....	10	39
Weaver	17,932	6,302	.....	25	.....	.....	47
Kellogg	47,157	21,562	.....	1	.....	.....	44
Wabasha	289,80	183,904	123,647	17	34	.....	5,360
Reeds Landing	13,819	2,825	.....	1	18	.....	61
Lake City	137,146	108,490	12,630	.....	17	60	2,287
Frontenac	5,316	21,920	.....	.....	96	.....	60
Red Wing	95,039	134,642	266,076	18	192	.....	10,407
Eggleston	1,767	.....	.....	.....	.....	.....	1
Etter	3,657	591	.....	.....	.....	.....	5
Hastings	255,122	11,615	102,061	218	.....	.....	487
Langdon	8,418	.....	.....	.....	.....	.....	101
Newport	.....	567	.....	.....	.....	.....	11
St. Paul	213,051	17,680	53,352	1,961	4,840	852	16,507
Minneapolis Transfer	.....	.....	.....	.....	.....	.....	50
South Minneapolis Junction	717	.....	.....	.....	.....	.....	1
La Crescent	1,238	1,469	250	.....	.....	.....	17
Hokah	13,049	6,481	72,450	11	.....	.....	1,503
Mound Prairie	7,562	1,527	.....	2	59	.....	1
Houston	42,323	7,397	36,060	5	5	10	1,286
Rushford	20,521	21,093	34,042	86	.....	10	1,023
Peterson	10,530	7,271	.....	32	.....	.....	86
Whalon	1,634	5,949	19,663	12	.....	9	552
Lanesboro	34,807	30,550	73,531	145	.....	.....	1,857
Isinours	1,252	.....	30,411	1	.....	.....	747
Fountain	74,826	15,374	125	47	.....	.....	372
Wykoff	80,087	43,838	3,400	73	.....	10	166
Spring Valley	119,744	9,785	.....	139	.....	.....	462
Grand Meadow	142,034	19,928	.....	293	.....	.....	236
Dexter	52,293	4,277	.....	86	.....	.....	18
Brownsdale	52,418	19,284	.....	82	.....	.....	1,101
Oakland	78,650	9,331	10	31	.....	.....	79
Hayward	77,825	1,013	.....	1	.....	.....	15
Albert Lea	136,032	1,609	.....	243	.....	48	774
Armstrong	41,486	684	.....	1	.....	.....	72
Alden	193,207	9,508	34	121	.....	.....	118
Wells	148,713	9,919	3,392	69	.....	.....	617
Minnesota Lake	94,526	3,345	.....	8	.....	.....	118
Mapleton	141,062	9,218	4	15	.....	40	124
Good Thunder	130,730	3,796	43	2	.....	414	134
Mankato	103,894	7,446	2,799	473	35	2,917	2,205
Easton	77,274	7,284	.....	121	.....	.....	80
Delavan	93,115	10,151	.....	46	.....	.....	290
Winnebago	20,464	37,810	12,639	250	10	.....	1,212
Huntley	9,553	22,238	.....	6	.....	.....	26
Fairmont	10,213	15,681	.....	162	.....	.....	366
Sherburn	18,442	16,912	.....	96	.....	.....	268
Jackson	16,630	24,299	1	48	.....	.....	295
Lakefield	11,072	5,091	.....	31	.....	.....	131
DeForest	3,532	3,880	.....	143	.....	.....	71
Fulda	5,040	.....	.....	101	.....	.....	60
Edgerton	40,582	7,671	.....	66	.....	.....	48
Pipestone	81,527	3,711	7	4	.....	.....	131
East Wabasha	.....	.....	.....	.....	.....	.....	.....
Glasgow	34,839	.....	.....	.....	.....	.....	9
Thilman	15,513	.....	6	1	.....	.....	15

Abstract of Commodities Shipped from Stations—Eastward. (Continued.)

STATIONS.	Wheat. Bushels.	Other grain. Bushels.	Flour. Barrels.	Other farm products. Tons.	Lumber. M feet.	Other products of the forest. Tons.	Mdse. and miscellaneous. Tons.
Tracy	6,123	.....	.....	.....	.....	.....	1
Keegan	5,122	.....	.....	.....	.....	.....	1
Millville	9,568	1,464	1	4	.....	.....	213
Jarratt	.....	.....	.....	.....	.....	.....	.....
Hammond	213,225	103,595	148	3	.....	.....	82
Zumbro Falls	820	1,150	.....	.....	.....	.....	36
Mazeppa	27,149	1,156	86,401	11	.....	216	5,445
Forest Mills	24,964	22,635	23,284	.....	.....	.....	1,062
Zumbrota	25,533	14,386	.....	16	.....	263	160
Fairfield	128,719	133	2	1	.....	30	5
Prior Lake	31,039	.....	.....	.....	.....	41	57
Shakopee	517	.....	30,264	22	.....	.....	259
Chaska	3,832	2,448	5,905	29	6	176	13,963
Carver	10	.....	750	3	.....	.....	42
Benton	25,212	.....	6,058	32	5	5	131
Norwood	91,594	4,622	6,396	44	.....	.....	621
Plato	57,239	58	14	18	.....	.....	35
Glencoe	195,746	7,700	3,998	200	.....	60	987
Sumter	44,933	1,440	360	47	.....	.....	11
Brownton	88,537	13,561	1	55	.....	.....	358
Stewart	98,080	7,732	.....	11	.....	.....	93
Hector	108,727	2,347	1	33	.....	.....	281
Bird Island	104,661	1,650	.....	20	.....	.....	89
Olivia	60,342	5,994	1,361	7	.....	.....	46
Renville	81,122	3,587	.....	15	.....	.....	114
Sacred Heart	91,314	533	.....	20	.....	.....	11
Minn. Falls	55,428	.....	72	2	.....	.....	5
Granite Falls	178,291	951	207	15	.....	.....	572
Montevideo	291,651	4,829	.....	44	.....	.....	432
Watson	93,818	.....	.....	24	.....	.....	3
Milan	50,306	220	.....	2	.....	.....	15
Appleton	180,012	.....	62	11	.....	.....	60
Correll	17,313	.....	.....	.....	.....	.....	1
Odessa	37,166	.....	.....	.....	.....	.....	9
Ortonville	162,811	978	.....	20	.....	.....	19
Lyle	64,147	14,064	184	2	.....	.....	121
Le Roy	77,158	3,731	1	316	.....	.....	365
Taopi	53,937	1,246	8	35	.....	.....	148
Adams	45,434	2,994	.....	3	.....	.....	28
Rose Creek	68,543	19,022	.....	256	1	2	39
Austin	80,805	15,501	4,750	452	6	.....	665
Ramsey	32,157	11,322	15	71	6	.....	375
Lansing	13,554	7,761	.....	.....	.....	.....	1
Blooming Prairie	67,310	4,660	.....	39	.....	.....	156
Aurora	3,310	111	.....	.....	.....	.....	5
Somerset	37,144	.....	.....	.....	.....	.....	2
Owatonna	52,427	471	33,552	30	6	.....	1,793
Medford	14,804	42	16,414	2	.....	154	90
Faribault	113,722	845	119,666	40	.....	422	2,652
Dundas	2,148	.....	90,756	.....	.....	.....	3,186
Northfield	5,644	.....	94,390	1	.....	.....	1,698
Castle Rock	16,831	.....	2	.....	.....	.....	43
Farmington	15,183	1,043	.....	.....	.....	.....	146
Rosemount	37,509	.....	.....	.....	.....	.....	53
St. Paul Junction	.....	.....	.....	.....	.....	.....	1
Minneapolis	31,657	3,798	550,706	687	3,355	1,520	32,158
Total of each class	7,304,763	1,374,931	1,944,137	8,137	10,308	7,617	124,622
Total of each class in tons	219,142	30,938	194,413	8,137	20,618	7,617	124,622

Abstract of Commodities Shipped from Stations—Westward.

STATIONS.	Wheat. Bus.	Other Grains. Bushels.	Flour. Barrels.	Other Farm Products. Tons.	Lumber. M. Feet.	Other Products of the Forest. Tons.	Mdse. and Miscellaneous. Tons.
Caledonia Junction			5		21	30	38
Caledonia				1	6		5
Spring Grove							14
Newhouse							1
Mable							1
Canton		533					5
Harmony							1
Preston							
Brownsville					48		31
La Crescent Junction	4,963					50	702
Dakota	1,033						4
Lamoille	395	38	226	1		4	45
Winona	9,955	533			1,892	423	3,276
Minnesota City	13,101			14			197
Minneiska	133,276			1	17		133
Weaver	12,416		2	168			239
Kellogg	55,219		3	9			259
Wabasha	19,642	6,124	1	16	97		645
Reeds Landing	17,198			10			251
Lake City	269,756	7,142			79	45	1,415
Frontenac	7,244				15		1,081
Red Wing	80,497	1,760			2,010	1,085	9,655
Eggleston	13						2
Etter							15
Hastings	499,788	19,220	97	65	2,516	96	2,163
Langdon	64,603	6,462		1			86
Newport	30,167						9
St. Paul	21,450	9,020	534	137	2,697	550	7,357
Minne. Transfer							19
Southern Minnesota Junc.					50	20	361
La Crescent					10	20	27
Hokah	1,825		1,572	6		140	293
Mound Prairie						222	411
Houston	2,358	9	557	4		779	349
Rushford		499	1,436	4	25	514	193
Peterson		415		2		682	93
Whalan	5		1	2	25		287
Lanesboro		1,231	28	8			899
Isinours	5		177	4	70		147
Fountain	2,444	1,058	125	7		500	469
Wykoff	2,555		1	25	5	350	111
Spring Valley		2,961	151	42		649	680
Grand Meadow	400	629	10	17			347
Dexter		538		20			111
Brownsdale	12	3,854		137			237
Oakland	20		117	1			43
Hayward				1			33
Albert Lea	577			1	2		1,920
Armstrong	81	34					1
Alden	487	433	62	36	10		56
Wells	8		11	11		10	142
Minnesota Lake		356		20			32
Mapleton	334	511		41		10	26
Good Thunder	3,667			5			23
Mankato			11	1	16	4,030	489
Eaton	28			28			13
Delavan	867	2,740		24	12		44
Winnebago	1,000		3,051	56	6		203
Huntley		1,045					35
Fairmount	18	3,079	203	1			29
Sherburn	324	467					1
Jackson	18	3,892	15	10			44
Lakefield		1,107	5	10			3
De Forest	883	1,513		118			2
Fulda					10		5
Edgerton	100	143		16			5
Pipestone		84	9				376
East Wabasha	217	56	9	1	1,589	120	695
Glasgow							
Thielman	15,912	3,082					12
Tracy	43,318	2,660					1
Keegan	25,789	4,371				8	1

Abstract of Commodities Shipped from Stations Westward —(Continued.)

STATIONS.	Wheat. Bushels.	Other Grain. Bushels.	Flour. Barrels.	Other Farm Products. Tons.	Lumber. M. Feet.	Other Products of the Forest. Tons.	Mdse. and Miscellaneous. Tons.
Millville	41,530	18,245	.....	.....	.....	.....	10
Jarrat	.....	.....	.....	.....	.....	.....	.....
Hammond	8,000	415	.....	.....	.....	.....	46
Zumbro Falls	18,667	.....	.....	.....	.....	.....	30
Mazeppa	.....	.....	.....	.....	.....	1,184	72
Forest Mills	.....	485	.....	.....	.....	.....	42
Zumbrota	.....	559	.....	10	.....	.....	212
Fairfield	36	.....	.....	1	.....	.....	51
Prior Lake	.....	.....	.....	1	.....	.....	32
Shakopee	.....	.....	.....	2	.....	22	544
Chaska	.....	.....	.....	2	.....	10	1,256
Carver	.....	.....	3	1	.....	.....	280
Benton	.....	.....	.....	.....	1	.....	11
Norwood	.....	.....	.....	.....	11	.....	89
Plato	.....	38	.....	1	.....	20	53
Glencoe	.....	.....	59	22	.....	.....	268
Sumter	28	.....	257	.....	.....	.....	2
Brownton	.....	3,624	440	.....	.....	.....	215
Stewart	.....	.....	.....	.....	.....	.....	61
Hector	20	421	1	.....	.....	.....	59
Bird Island	.....	.....	.....	.....	.....	.....	47
Olivia	.....	49	475	.....	15	.....	33
Renville	.....	524	.....	.....	1	.....	30
Sacred Heart	.....	3,520	.....	1	.....	.....	33
Minn. Falls	.....	.....	55	2	.....	.....	2
Granite Falls	.....	.....	534	.....	.....	.....	194
Montevideo	.....	3,191	.....	.....	2	.....	180
Watson	118	.....	.....	.....	.....	.....	9
Milan	.....	445	5	.....	.....	.....	1
Appleton	.....	1,578	3,139	.....	.....	.....	54
Correll	12	.....	.....	.....	5	.....	1
Odessa	.....	.....	.....	.....	.....	.....	1
Ortonville	.....	.....	5	1	292	.....	162
Lyle	32,431	71,351	400	80	10	30	4,445
Leroy	750	.....	.....	130	.....	.....	248
Taopi	13,485	445	.....	6	.....	.....	201
Adams	.....	.....	.....	9	.....	.....	19
Rose Creek	25	1,056	.....	92	3	.....	174
Austin	47,847	9,149	.....	174	.....	.....	448
Ramsey	450	534	236	.....	.....	.....	594
Lansing	19,467	2,993	.....	20	.....	.....	111
Blooming Prairie	200,325	5,628	.....	418	.....	.....	126
Aurora	17,178	515	.....	.....	.....	.....	38
Somerset	63,428	.....	.....	.....	.....	.....	24
Owatonna	131,601	456	612	71	.....	54	1,700
Medford	14,489	.....	.....	21	.....	.....	136
Faribault	19,521	.....	500	127	10	45	1,147
Dundas	.....	500	3,506	8	17	69	940
Northfield	3,195	7,202	880	14	.....	.....	943
Castle Rock	8,140	5,983	.....	.....	.....	.....	248
Farmington	61,754	11,921	18	53	.....	.....	192
Rosemount	29,707	12,742	.....	3	.....	.....	15
St. Paul Junction	49,973	.....	.....	.....	.....	10	7
Minneapolis	.....	.....	1,280	30	16,442	60	7,878
Total of each class	2,136,113	251,198	20,819	2,382	28,037	11,841	59,914
Total of each class, tons	64,083	5,651	2,081	2,382	56,076	11,841	59,914

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.			Total Revenue.
	Tons Forw'd.	Tons Rec'd.	Revenue.	No. From.	No. To.	Revenue.	
Caledonia Junction...	275	164	$ 498 87	1,028	974	$ 870 63	$ 1,369 50
Freeburg				194	197	60 92	60 92
Caledonia	1,396	932	4,352 60	1,391	1,371	1,335 49	5,748 09
Spring Grove	2,630	749	3,936 79	1,358	1,500	1,358 39	5,295 18
Newhouse	83	71	390 31	304	284	173 79	564 10
Mable	1,891	638	2,222 42	648	688	723 92	2,946 34
Canton	1,115	486	2,653 70	323	366	316 63	2,970 33
Harmony	1,033	266	1,097 88	285	265	210 12	1,308 00
Preston	2,834	867	5,136 68	603	672	875 43	6,012 11
Brownsville	441	68	512 69	775	728	678 46	1,191 15
So. Minneapolis Junc.	503	283	822 13	32	90	24 53	846 66
La Cresent Junction..	5,605	24,870	15,017 29	1,318	1,371	3,422 96	18,440 25
Dakota	674	88	321 72	789	819	608 04	929 76
La Moile	679	119	597 76	880	905	634 22	1,231 98
Homer				141	233	56 79	56 79
Winona	16,738	15,652	43,490 50	12,430	12,202	30,957 19	74,447 69
Minnesota City	2,568	187	1,136 15	2,375	2,362	5,193 38	6,329 53
Minnieska	5,665	720	2,349 66	1,217	1,188	1,696 91	4,046 57
Weaver	1,531	177	741 66	565	542	913 23	1,654 89
Kellogg	3,870	426	1,563 38	1,510	1,490	2,150 38	3,713 76
Wabasha	32,704	3,092	13,811 86	4,297	4,236	7,744 88	21,556 74
Reeds Landing	1,342	808	6,259 85	3,764	3,767	5,243 59	11,503 44
King's Cooley				36	47	28 65	28 65
Lake City	20,072	3,541	18,989 89	8,778	8,680	16,389 82	35,379 72
Frontenac	2,233	431	1,773 96	1,429	1,446	1,817 26	3,591 22
Wacouta				81	92	47 85	47 85
Red Wing	60,512	11,240	49,653 02	14,840	14,787	28,408 67	78,061 69
Eggleston	56	29	82 90	760	766	480 59	563 49
Etter	143	9	24 93	802	785	457 29	482 22
Hastings	41,619	12,301	47,628 55	18,101	17,994	26,639 62	74,268 17
Langdon	2,524	345	644 44	1,564	1,546	1,081 38	1,725 82
Newport	938	473	723 56	1,950	2,028	969 06	1,692 62
St. Paul	55,462	179,793	674,958 48	191,447	192,268	250,036 20	924,994 68
Minn. Trans. or U. P.	69	3,177	12,351 09	3,026	3,157	364 73	12,715 82
La Cresent	179	73	217 53	1,001	1,055	961 15	1,178 68
Hokah	9,947	11,399	24,959 68	2,357	2,365	1,864 92	26,824 60
Mound Prairie	1,016	16	65 31	241	280	223 27	288 58
Houston	7,613	5,487	13,770 09	1,930	1,863	2,778 82	16,548 91
Money Creek				72	101	36 85	36 85
Rushford	6,529	2,540	11,789 95	2,761	2,496	3,634 35	15,424 30
Peterson	1,334	224	1,138 46	535	483	547 90	1,686 36
Whalan	3,061	2,624	6,607 93	868	866	875 03	7,482 96
Lanesboro	12,024	10,430	21,872 20	3,017	2,898	4,646 39	28,518 59
Isinours	4,136	3,744	6,742 79	1,569	1,548	2,460 71	9,203 50
Fountain	4,109	622	3,053 62	1,985	1,929	3,532 87	6,586 49
Wykoff	4,550	440	3,113 61	1,401	1,449	2,063 72	5,177 33
Spring Valley	5,866	1,943	10,515 65	3,085	3,041	5,779 97	16,295 62
Grand Meadow	5,630	1,223	5,125 27	2,115	2,172	3,047 53	8,172 80
Dexter	1,913	623	1,791 66	1,208	1,234	1,177 49	2,969 15
Brownsdale	3,650	1,453	3,992 88	982	969	1,213 49	5,206 37
Oakland	2,737	447	1,333 98	674	669	725 25	2,059 23
Hayward	2,407	250	780 39	653	665	452 72	1,233 11
Albert Lea	7,123	10,108	37,809 40	6,491	6,556	10,647 48	48,456 88
Armstrong	1,337	152	403 56	317	303	220 85	624 41
Alden	6,395	3,103	7,967 05	2,367	2,227	2,033 72	10,000 77
Dodds				31	29	32 67	32 67
Wells	5,873	6,683	18,281 27	4,154	4,153	5,640 75	73,922 02
Minnesota Lake	3,097	1,145	4,391 14	1,127	1,110	1,027 44	5,418 58
Mapleton	4,717	2,066	8,257 19	1,581	1,594	1,645 31	9,902 50
Good Thunder	4,698	953	3,355 62	1,096	1,077	1,009 95	4,365 57
Rapidan				242	323	141 49	141 49
Red Jacket				107	111	19 60	19 60
Mankato	13,784	2,454	15,928 04	3,571	3,813	4,872 29	20,800 33
Easton	2,725	494	1,829 40	433	383	479 91	2,309 31
Delavan	3,537	1,935	7,774 27	1,063	999	1,516 78	9,291 05
Winnebago	4,816	6,251	21,239 73	2,731	2,740	5,214 64	26,454 37
Blue Earth				113	125	470 48	470 48
Huntley	879	668	2,194 54	397	380	501 76	2,696 30
Fairmont	1,307	4,492	18,245 72	2,278	2,267	4,362 40	22,608 12

Business and Receipts by Stations.—(Continued.)

STATIONS.	FREIGHT.			PASSENGERS.			Total Revenue.
	Tons Forw'd.	Tons Rec'd.	Revenue.	No. From.	No. To	Revenue.	
Campbell				8	13	$ 370	$ 370
Sherburn	1,320	1,753	$ 6,665 29	985	1,023	1,692 20	8,357 49
Jackson	1,533	2,037	11,893 57	1,232	1,230	2,724 27	14,617 84
Lakefield	647	679	2,815 05	339	309	397 70	3,212 75
Okabena				60	82	117 40	117 40
Sioux City Junction				292	389	620 66	620 66
De Forest	586	357	1,289 13	101	93	322 00	1,611 13
Fulda	342	1,279	5,543 64	475	444	1,315 23	6,858 87
Iona				31	35	65 60	65 60
Edgerton	1,530	1,978	7,770 18	459	477	1,329 84	9,100 02
Hatfield				10	19	3 80	3 80
Pipestone	3,044	3,501	17,091 74	1,138	1,150	3,120 20	20,211 94
Airlee				14	33	11 22	11 22
East Wabasha	4,002	30,109	30,616 95	2,688	2,008	2,845 26	33,462 21
Midland Junction				1,047	1,035	349 67	349 67
Glasgow	1,054	33	35 11	154	168	49 80	84 91
McCracken				56	188	22 90	22 90
Thilman	1,041	360	522 78	821	966	423 40	946 18
Tracy	1,544			222	275	110 75	110 75
Keegan	1,035			201	227	79 30	79 30
Millville	2,204	799	1,564 85	1,015	1,028	993 46	2,558 31
Jarratt				114	130	43 30	43 30
Hammond	9,123	5,683	3,507 23	485	505	496 58	4,003 81
Funk				14	23	5 30	5 30
Zumbro Falls	677	416	1,040 62	469	478	432 77	1,473 39
Mazeppa	16,309	3,177	7,055 92	1,319	1,341	1,213 09	8,269 01
Forest Mills	4,701	1,453	1,289 81	654	660	278 25	1,568 06
Zumbrota	1,764	2,219	8,292 87	1,350	1,382	2,082 87	10,375 74
Vermillion				532	569	224 91	224 90
Auburn				296	309	139 62	139 62
Fairfield	3,954	776	2,152 36	1,148	1,144	1,097 76	3,250 12
Prior Lake	1,063	259	692 72	1,753	1,742	1,198 25	1,890 97
Shakopee	3,891	2,324	6,422 14	5,718	5,753	5,641 64	12,063 78
Chaska	16,208	2,113	6,180 33	5,912	5,935	6,122 21	12,302 54
Carver	402	34	1,941 53	1,901	1,874	1,608 18	3,549 71
Dahlgren				75	97	53 10	53 10
Benton	1,553	936	2,251 85	1,858	1,886	1,026 84	3,278 69
Norwood	4,169	2,881	8,559 63	8,116	3,101	2,609 24	11,168 87
Plato	1,848	839	2,148 05	748	708	578 49	2,726 54
Glencoe	7,987	4,704	21,018 18	6,631	6,524	8,577 36	29,595 54
Sumter	1,503	814	2,736 61	259	233	216 67	2,953 28
Brownton	3,715	2,675	9,450 97	1,497	1,489	1,382 06	10,833 03
Stewart	3,281	1,603	5,440 89	1,423	1,431	1,791 00	7,231 89
Hector	3,698	2,307	9,171 47	1,453	1,431	2,059 62	11,231 09
Bird Island	3,330	2,343	9,642 11	1,667	1,708	2,872 39	12,514 50
Olivia	2,246	1,035	4,848 00	674	689	1,150 67	5,998 67
Renville	2,686	1,201	5,643 68	1,072	1,117	1,582 62	7,226 30
Sacred Heart	2,895	968	4,540 04	837	850	1,347 74	5,887 78
Minn. Falls	1,686	445	1,653 11	209	196	578 37	2,231 48
Granite Falls	6,226	3,472	18,269 08	2,535	2,474	4,858 45	23,127 53
Montevideo	9,590	4,722	24,131 59	2,468	2,417	5,570 05	29,701 64
Watson	2,854	1,451	7,718 89	571	588	1,214 37	8,933 26
Milan	1,543	230	1,144 27	257	270	410 67	1,554 94
Appleton	5,881	4,166	20,084 35	1,690	1,721	4,486 96	24,571 31
Corrill	532	41	162 32	164	153	137 45	299 77
Odessa	1,125	749	3,005 97	299	290	899 98	3,905 95
Ortonville	5,692	16,351	61,317 17	3,276	3,191	14,076 10	75,393 27
Lyle	9,575	1,918	6,101 87	4,693	4,471	9,745 77	15,847 64
LeRoy	3,481	1,457	7,957 85	1,815	1,761	5,791 63	13,749 48
Taopi	2,451	1,160	3,100 93	1,005	994	1,198 13	4,299 06
Adams	1,490	235	1,610 08	1,073	1,075	1,573 64	3,183 72
Rose Creek	3,078	747	2,132 78	1,225	1,210	1,084 55	3,217 33
Austin	6,640	8,273	33,156 48	9,307	9,326	20,019 69	53,176 17
Ramsey	2,322	655	1,827 58	5,708	5,833	8,800 33	10,627 91
Lansing	1,365	448	1,258 93	642	653	855 65	2,114 58
Blooming Prairie	9,002	2,082	8,309 13	2,002	1,977	2,581 22	10,890 35
Aurora	671	72	377 70	294	298	275 74	653 44
Somerset	3,044	32	24 73	53	77	10 50	35 23
Owatonna	12,618	5,220	26,688 09	14,376	14,294	25,938 91	52,627 00

Business and Receipts by Stations.—(Continued.)

STATIONS.	FREIGHT.			PASSENGERS.			Total Revenue
	Tons Forw'd.	Tons Rec'd.	Revenue.	No. From	No. To.	Revenue.	
Medford	2,924	576	$ 2,171 47	2,102	1,957	$ 1,501 84	$ 3,673 31
Wolcott				31	30	11 30	11 30
Faribault	20,479	12,146	62,893 58	13,870	13,787	20,615 73	83,509 31
Erin				55	66	30 85	80 85
Dundas	13,139	4,946	21,573 02	4,737	4,756	3,012 23	24,585 25
Northfield	12,609	9,175	36,773 37	11,184	11,204	15,066 80	51,840 17
Castle Rock	1,175	226	725 30	1,281	1,270	1,251 08	1,976 38
Farmington	2,993	2,975	7,625 04	9,336	9,271	10,872 93	18,497 97
Rosemount	2,673	1,089	2,434 08	2,468	2,506	1,832 53	4,266 61
Wescott				170	199	98 03	98 03
St. Paul Junction	1,517	2,121	1,004 91	5,738	5,752	2,885 27	3,890 18
Fort Snelling				12,725	12,783	1,977 80	1,977 80
Minnehaha				6,331	5,878	976 43	976 43
South Minneapolis				4,234	4,211	339 42	339 42
Minneapolis	138,162	85,014	326,738 13	207,819	207,660	168,704 13	496,442 26
Minn. Fair Grounds				44,644	45,250	4,417 62	4,417 62
Union Elevator		98,147	492,749 60				492,749 60
Total	807,515	700,389	2,574,849 35	768,274	768,267	874,024 00	3,448,873 35

EARNINGS AND EXPENSES.

Gross Earnings—

	All Lines.	In Minnesota.
Freight	$10,412,926 41	$2,388,789 73
Passengers	3,334,580 60	903,486 46
Mails	279,193 90	
Express	261,150 86	164,145 07
Telegraph	7,637 78	
Other sources	210,453 08	
Total	$14,505,942 63	$3,456,421 26

Operating Expenses—

	All Lines.	In Minnesota.
Maintenance of way	$2,103,083 42	
Maintenance of buildings	195,092 07	
Maintenance of locomotives	594,733 00	
Maintenance of cars	819,430 56	
Maintenance of shop, tools and machinery	80,581 15	
Motive power and care	2,137,594 15	$2,021,060 02
Train employees	609,837 31	
Agents and station labor	1,268,411 67	
Other transportation expenses	396,214 92	
Officers' salaries, office and clerical expenses	259,768 15	
Other general expenses	393,996 15	
Taxes	426,759 05	
	$9,285,511 60	$2,021,060 02

The gross earnings in Minnesota were 24 per cent. of the gross earnings of all lines.

The ratio of passengers to freight earnings of all lines was as 10 to 31.

Gross earnings per mile (average for the year 940 miles) in Minnesota, $3,677.04; per train mile, $1.67.

The operating expenses of all lines were 64 per cent. of total gross receipts, and the operating expenses of lines in Minnesota 58 per cent. of gross earnings in Minnesota.

Operating expenses in Minnesota (average 940 miles) per mile, 2,150.06; per train mile $0.98.

Net earnings in Minnesota, $1,435,360.86; per mile. $1,526.98, and per train mile, $0.69.

The following payments in addition to operating expenses were made from earnings for all lines: Interest on bonds, $3,339,831.58; 7 per cent. dividend on preferred stock, $863,938.80, and 7 per cent. dividend on common stock, $1,078,298.28; total $5,282,068.60.

GENERAL BALANCE ON JUNE 30, 1881.

Assets—

Cost of road, equipment, etc.	$107,583,572 10
Bonds, stock, etc., of other roads	1,536,689 57
Stock of material on hand	1,375,034 73
Cash on hand	447,968 75
Bills receivable	1,000 00
Due from agents, other companies, etc., (current balances)	1,353,987 86
	$112,298,253 01

Liabilities—

Capital stock, preferred	$12,950,483 00
Capital stock, common	15,404,261 00
Bonds outstanding	74,615,000 00
Incumbrances assumed	6,755 00
Unpaid vouchers and pay rolls	1,558,824 73
Bills payable	1,635,356 37
Dividends and interest unclaimed	55,101 29
Due other companies, etc., current balances	2,114,141 34
Income account	3,958,330 28
	$112,298,253 01

REGULATIONS, MAILS, ETC.

All engines, with or without trains, are obliged to stop dead within 400 feet of all railroad crossings, and not proceed until track is clear.

Whistling posts are set 80 rods each side of public highway, and all locomotives must blow whistle at these posts, and ring bell until highway is crossed.

Compensation for carrying U. S. mails is as follows:

Minneapolis to Mendota Junction, not fixed; Mendota Junction to Austin, $74.56 per mile per annum; Austin to State Line near Leroy, $93.20 per mile per annum; Austin to State Line near Lyle, $65.84 per mile per annum; Mendota Junction to St. Paul, $74 56 per mile per annum; Minneapolis to La Crosse, $224.87 per mile per annum; Hastings to Ortonville, $54 04 per mile per annum; Wabasha to Zumbrota, $42.75 per mile per annum; La Crosse to Jackson, $53.36 per mile per annum; Wells to Mankato, $42.76 per mile per annum; LaCrosse to State Line, Dubuque Division, $70.97 per mile per annum; Caledonia Junction to Preston, $42.75 per mile per annum.

Arrangements with express companies are as follows:

American Express Company pays on River Division $73 per day; on Wabasha Division, 1½ first class rates; on Southern Minnesota Division 1½ first class rates on regular matter, first class rates on special matter, messenger's fare $150 per month; Dubuque Division $1.00 per 100 pounds, through, special, ⅓ off; Caledonia Junction to Preston, $\frac{0056}{10000}$ c. per hundred per mile, special, ⅓ off.

U. S. Express Company pays on I. & M. Division $71.00 per day; on I. & D. Division, $106.50 per day; and H. & D. Division, $51 50 per day.

Freight taken at depots.

ROADS OPERATED UNDER LEASE.

The Minnesota Midland Railway, from Wabasha to Zumbrota, 59 miles, is not a part of this company, but is operated under a lease. The same is true of the Oskosh & Mississippi River Railway, from Oskosh to Ripon, Wisconsin, 20 miles. The stock and bonds of these companies are owned substantially by the Chicago, Milwaukee & St. Paul Company.

ACCIDENTS TO PERSONS—1880.

Robt. Curry, boy running side of track, July 10, Blooming Prairie, head injured.
Harry Summers, employe, brakeman, getting down ladder, July 6, Peterson, arm broken.
Ike Calvert, employe, laborer, collision, July 6, Armstrong, leg broken.
Frank Bancroft, employe, laborer, jumping on train, July 26, Spring Valley, left leg and right foot crushed.
Michael Shields, employe, section foreman, falling from hand car, Aug. 3, Houston, leg fractured.
Frank Williams, employe, brakeman, run over by engine, July 9, Medford, legs cut off.
William Duke, employe, brakeman, coupling, July 17, Hastings, foot and knee bruised.
T. Mullens, employe, car smith, working under car, Aug. 6, Minneapolis, leg broken and internal injuries.
Henry W. Hull, employe, brakeman, falling from car, Aug. 18, Northfield, killed.
William Hayes, merchant, standing on track, Aug. 18, Mendota, killed.
John Null, employe, brakeman, coupling, Aug. 17, Mankato, top of two fingers cut off.
Harry A. Lawlan, employe, conductor, falling from train, Aug. 20, St. Paul, killed.
Jno, P. Miller, passenger, farmer, collision, Aug. 23, Brownton, head cut and bruised
Geo. Nollman, passenger, farmer, collision, Aug. 23, Brownton, head injured.
Simon Padden, passenger, farmer, collision, Aug. 23, Brownton, head injured.
Woods Harrington, passenger, farmer, collision Aug. 23, Brownton, slightly bruised.
A. Bodenheimer, passenger, merchant, collision, Aug. 23, Brownton, slightly bruised.
Charles Pepper, employe, brakeman, coupling, Aug. 25, Ortonville, finger cut off.
Jno. Goodwin, tramp, lying on track, Aug. 30, Fort Snelling, legs cut off.
Sweet, farmer, team struck by train, Sept. 6, Dodd's Switch, back and hip bruised.
Clark, farmer, team struck by train, Sept. 6, Dodd's Switch, arm broken, head injured.
Edwd. Broden, employe, brakeman, coupling, August 3, Minneapolis, fingers smashed.
K. McKeague, employe, brakeman, coupling, Sept. 7, Minneapolis, chest squeezed.
Wm. Melody, employe, brakeman, coupling, Sept. 1, Ramsey, finger injured.
J. P. Dutton, employe, yard master, coupling, Sept. 8, Ortonville, finger taken off.
Michael Hennessy, employe, laborer, jerked from train, Sept. 9, Dundas, arm cut off, head injured.
Chas. Moore, employe, engineer, jumping from engine, Sept. 15, Red Jacket, knee cap broken.
Abner Dazell, employe, brakeman, coupling, Sept. 13, Langdon, thumb smashed.
Wm. Putman, getting on train, Sept. 21, Minneiska, legs cut off, died.
Chas Pepard, employe, brakeman, coupling, Aug. 25, Ortonville, slight injuries.
Jas. Buckley, employe, brakeman, coaling engine, Sept. 27, Lake City, hands injured.
Jos. A. Morse, employe, brakeman, coupling, Sept. 30, Le Roy, hand jammed.
Jas. Muller, employe, laborer, unloading steel, Sept. 17, Winona, hand hurt, amputated.
Jno. Nelson, employe, section-hand, unloading rails, Sept. 30, Austin, four toes broken.
Frederick Sheele, farmer, team struck by train, Oct. 5, Norwood, ankle injured, arm hurt.
Oscar Sanberg, employe, carpenter, repairing car, Sept. 23, Minneapolis, hips injured.
Thomas Dillon, employe, brakeman, coupling, Oct. 22, Minneapolis, left hand smashed.
Wm. Donovan, employe, brakeman, coupling, Oct. 18, Minneapolis, chest bruised.
T. E. Freeman, employe, brakeman, coupling, Oct. 20, Minneapolis, hand injured.
Chas. Johnson, employe, brakeman, struck by bridge, Oct. 13, Ramsey, killed.
M. McDermott, employe, brakeman, fell off train, Sept. 30, Winnebago City, leg cut off, spine injured, died.
Wm. R. Douglas, employe, brakeman, coupling, Oct. 23, Austin, chest squeezed.

Dan. Donovan, passenger, emigrant, train running off track. Oct. 22, Alden head and back injured.

Dan. Donovan, Jr., passenger, emigrant, train running off track, Oct. 22, Alden, nose broken, internally injured.

Henry Olsen, 10 years old, jumping on cars, Oct. 26, Minneapolis, legs cut off.

Geo. J. Granville, employe, fireman, collision, Oct. 27, St. Paul Junction, leg broken, body jammed, died.

Patrick O'Brien, employe, brakeman, setting brakes, Oct. 23, Minneapolis, elbow dislocated.

Bobert Taylor, employe, laborer, falling over ties, Sept. 14, Ortonville, leg broken.

Wm. Pixley, employe, engineer, collision, Nov. 2, Wykoff, leg broken.

Ben. Hatch, jumping on train, Oct. 9, Red Wing, killed.

W. A. Jump, employe, brakeman, coupling, Nov. 4, Ortonville, two fingers pinched.

Michael Laughlin, employe, brakeman, coupling, Nov. 6, Minnesota Falls, hips jammed,

Geo. A. Torrance, employe, engineer, collision, Nov. 6, Minnehaha, internally injured, died.

T. A. Allen, employe, conductor, collision, Nov. 6, Minnehaha, arm broken, leg scalded.

Peter Barry, employe, pit-man, struck by steam shovel, Sept. 22, St. Paul, back hurt.

Peter T. Watson, employe, conductor, coupling, Nov. 2, St. Paul Junction, finger crushed.

Jno. O. Rose, employe, brakeman, coupling, Nov. 10, Minnesota Falls, fingers crushed,

Pat. Mannion, employe, brakeman, coupling, Nov. 11, Minneapolis, fingers crushed.

Owen Duffey, employe, brakeman, collision, Nov. 3, Ortonville, back injured.

H. J. Croffert, employe, brakeman, collision, Nov. 3, Ortonville, back injured.

C. A. Hare, passenger, falling against stove rail, Nov. 3, Ortonville, hip injured.

Jas. Gallagher, passenger, run against engine after getting off train, Nov. 16, St. Paul, eye and finger cut.

Jno. W. Lee, employe, switchman, caught in guard rail, Nov. 14, St. Paul, heel injured.

W. C. Brandenhagen, passenger, insurance agent, collision, Sept. 28, Blooming Prairie, head bruised

H. D. Garrison, farmer, team struck by engine, Nov. 16, Blooming Prairie, slightly bruised.

Joseph Riley, employe, laborer, jumping from train Nov. 16, Minneapolis, legs crushed.

Frank Lout, found on track, Sept. 15, Lake City, killed.

Garret Kerselder, employe, laborer, caving of bank, Nov. 14, Ortonville, leg broken.

Jno. Donovan, employe, brakeman, struck by coal bucket, Nov. 29, Owatonna, end of thumb cut off.

Albert Pierce, other, cooper, walking on track, Nov. 30, Minneapolis, hip and leg broken and skull fractured.

Jno. McCarthy, employe, brakeman, getting on engine, Dec. 1, St. Paul, leg cut off, back injured.

Ole Anderson, employe, laborer, falling from caboose, Oct. 27, La Moille, hands jammed.

Thos. Langan, employe, section foreman, falling from hand car, Nov. 12, Somerset, ankle broken, head bruised.

Dan. Crowley, employe, section foreman, collision with hand car, Nov. 30, Eggleston, head cut.

Miles Bodine, employe, section-man, collision with hand car, Nov. 30, Eggleston, ribs broken, died.

Lucius McKenzie, employe, brakeman, coupling, Dec. 6, Hastings, two fingers smashed.

Wm. Martin, employe, brakeman, coupling, Dec. 4, Dahlgren, chest bruised.

Judd Brewster, employe, brakeman, coupling, Dec. 10, Glencoe, thumb and finger jammed.

Wm. McCurdy, employe, brakeman, coupling, Nov. 16, Minneapolis, finger cut off.

John Baycroft, farmer, team struck by train, Dec. 22, Minneapolis, skull fractured, ribs broken.

Chas. Ryel, employe, brakeman, coupling, Nov. 23, Fairmont, two fingers taken off.

Wm. Molley, employe, brakeman, pulling pin, Dec. 13, Rushford, legs broken

Robert Knight, employe, laborer, falling from derrick, Aug. 31, Granite Falls, shoulder dislocated.

Jno. Henry, employe, teamster, fell under load of ties, Nov. 16, Benton, leg broken.

Sam Marcum, employe, laborer, struck by tie, Nov. 16, Benton, leg broken.

Moses Levine, employe, laborer, struck by track guage, Nov. 16, Benton, both eyes injured.

Owen Ogler, employe, laborer, struck by rail, Dec. 7, Benton, two fingers broken.

D. O. Ross, employe, engineer, collision, Nov. 6, Minnehaha, internally hurt, arm fractured.

—— Hanscomb, employe, fireman, collision, Nov. 6, Minnehaha, leg wounded, chest scalded.

Mike Flood, employe, brakeman, collision, Nov. 6, Minnehaha, face and hands scalded.

Richard Nichols, employe, laborer, struck by rail, Dec. —, Benton, ankle sprained.

John Nelson, employe, section-man, struck by rail, Sept. 30, Austin, four toes broken.

Sigmund Patek, passenger, train running off track, Dec. 1, Caledonia, serious injury.

Henry L. Makers, employe, brakeman, falling from track, Nov. 4, Benton, back and leg bruised.

Fred. Ames, employe, conductor, coupling, Aug. 5, Montevideo, head jammed, jaw fractured.

ACCIDENTS TO PERSONS—1881.

J. D. Harrington, employe, brakeman, coupling, Jan. 1, Benton, finger amputated.

J. R. Bittles, employe, brakeman, coupling, Jan. 5, H. & D Cut Off, left hand injured.

H. Stackloff, employe, car repairer, coupling, Jan. 18, Medford, killed.

Albert Winkler, farmer, crowded against train by his horses, Jan. 18, Norwood, legs cut off and skull fractured, killed.

Jno. B. Lee, passenger, grain buyer, train running off track, Jan. 12, Fulda, leg bruised.

Peter Michels, employe, brakeman, coupling, Jan. 9, Fountain, hand hurt.

Milton Lowry, employe, brakeman, coupling, Feb. 2, Taopi, finger smashed.

C. K. Manning, laborer, thrown from wagon, Feb. 13, Newport, killed.

W. R. Scofield, miller, thrown from wagon, Feb. 13, Newport, pelvis bone broken.

Jas. Sheldon, Jr., 14 years old, jumping on engine, Feb. 9, Wells, leg bruised.

Edward Shaw, employe, brakeman, coupling, Feb. 11, Owatonna, right hand jammed.

Calvin Fogg, carpenter, crossing track, Feb. 23, Minneapolis, skull broken and thigh hurt.

M. Burns, employe, Roadmaster, snow plow running off track, Jan. 30, Renville, leg sprained.

E. C. Jones, employe, conductor, snow plow running off track, Jan. 30, Renville, arm fractured and face bruised.

John Murphy, employe, brakeman, snow plow running off track, Jan. 30, Renville, legs bruised.

Gus. Peterson, employe, laborer, collision hand car and team, Jan. 3, St. Paul, leg broken.

Thos. Cassidy, employe, brakeman, fell from car, March 14, Bird Island, head cut.

Jens. Thompson, walking on track, March 8, Whalan, head cut and hand bruised.

Michael Burke, employe, brakeman, coupling, March 9, St. Paul, back and chest injured.

Frank M. Davis, employe, conductor, collision, March 18, Caledonia Junction, back, shoulder and leg injured.

P. Sheely, employe, engineer, collision, March 18, Caledonia Junction, arm and back hurt.

Donald Gerry, employe, brakeman, coupling, March 28, Hokah, two fingers jammed.

Fred. Fritsche, farmer, standing near track, March 24, Minnesota Lake, run over, killed.

B. F. Logan, employe, brakeman, coupling, March 30, Minneapolis, two fingers and thumb cut off.

Jno. Mehegan, employe, coupling, April 1, Lake City, fingers jammed.

M. McNamara, employe, laborer, working on bridge, March 24, Short Line bridge, lip and nose cut.

Fred. Fairbanks, employe, fireman, falling from engine, Jan. 23, Minneapolis, ankle sprained.

Geo. Spencer, employe, brakeman, coupling, April 3, Minneapolis, finger and thumb cut off.

Geo. Palmer, employe, brakeman, struck by snow bank and thrown under cars, Feb. 25, Fulda, concussion of the brain and arm broken, died.

—— Westman, Indian, walking on track, April 19, Newport, killed.

Chas. Williams, employe, brakeman, coupling, April 14, Minneiska, finger and thumb cut off.

Judson Robinson, employe, brakeman, coupling, April 20, Montevideo, finger smashed.

James Scott, employe, brakeman, coupling, April 23, Prior Lake, hand smashed.

Frank Palmer, 7 years old, walking on track, April 21, Good Thunder, leg and arm cut off.

C. D. Shattuck, employe, engineer, falling from platform, Jan. 2, Northfield, shoulder dislocated.

Alex. Thompson, employe, brakeman, coupling, May 2, Mankato, finger bruised.

N. V. B. Gotschell, employe, agent, jumping on train, May 2, Ramsey, left leg broken.

Lewis Rogers, employe, brakeman, coupling, April 18, Wykoff, hand smashed.

D. F. Hunter, employe, brakeman, coupling, April 11, Rapidan, arm jammed.

L. M. Shigley, employe, brakeman, falling from car, April 23, Ortonville, back injured.

Chas. Elgham, employe, brakeman, falling from car, April 27, Dundas, legs and hips bruised.

Mrs. Crockett, passenger, getting off train, May 3, Shakopee, shoulder hurt.

Eugene Fargo, employe, baggageman, coupling, May 4, Fairfield, finger bruised.

Chas. S. Terrell, employe, baggageman, struck with pick axe, March 5, St. Paul, knee hurt.

W. C. Newman, employe, brakeman, coupling, April 21, Jackson, thumb injured.

Herbert Bull, employe, laborer, fell out of caboose, May 17, Faribault, shoulder dislocated.

W. W. Williams, employe, brakeman, train running off track, May 16, Dakota, leg broken.

Sam. Lexinger, employe, yard master, switching, May 14, Austin, legs cut off.

Joseph Hardy, passenger, cattle dealer, falling from train, March 4, East Hastings, arm broken and internal injuries.

D. J. Harrington, employe, brakeman, coupling, May 22, Ramsey, hand smashed.

Herman Gluck, 7 years old, walking on track, May 30, Brownsville, leg cut off.

M. I. Cole, employe, fireman, caving of bank, May 29, Island Lake, shoulder sprained.

Mary Kaplin, 10 years old, walking on track, June 13, Owatonna, killed.

E. Kalaker, employe, train master, struck by bridge, May 31, Lanesboro, head hurt.

Unknown lady, passenger, getting off train, May 3, Shakopee, arm broken.

Harold Jenssen, employe, section man, crossing track, June 20, Minneapolis, killed.

Albert E. Miller, employe, brakeman, falling from train, June 25, Oakland, ankles broken.

Thos. Plool, employe, brakeman, thrown from car, June 28, Whalan, leg fractured.

Joseph Daman, employe, brakeman, thrown from car, June 28, Whalan, three ribs broken.

Joseph Hennlick, employe, brakeman, coupling, June 23, Island Lake, finger and thumb injured.

Judson Cook, employe, brakeman, falling from car, May 31, Newport, knee sprained.

Geo. Hoffman, employe, brakeman, falling across track, June 28, Minn. Transfer, leg broken.

M. Shields, employe, barkeman, coupling, June, Houston, slight injury.
J. Haines, soldier, walking on track, May 5, Fort Snelling, collar bone broken.
Albert Meilke, employe, laborer, unloading ties, Norwood, legs cut off, died.
Kate Melich, passenger, struck by hand car, June 4, Minneapolis, head and face bruised.
Joseph Lipe, employe, engineer, collision, May 7, Minneiska, ankle sprained.
Wm. Esping, employe, brakeman, coupling, May 11, Red Wing, hand crushed.

RECAPITULATION.

No passengers killed.
Passengers injured by causes beyond their control, 10.
Passengers injured by their own misconduct or want of caution, 6.
Employes killed by causes beyond their control, 4.
Employes killed by their own misconduct or want of caution, 8.
Employes injured by causes beyond their control, 24.
Employes injured by their own misconduct or want of caution, 86.
Other persons killed by their own misconduct or want of caution, 10.
Other persons injured by their own misconduct or want of caution, 15.
Total killed, 22, injured 141.

TRAIN ACCIDENTS IN MINNESOTA.

Aug. 23, 1880, at Brownton, collision, five persons injured.
Oct. 8, 1880, at Prior Lake, bridge burned, 11 cars thrown into lake, no one injured.
May 10, 1881, collision of engine with wild freight train, engine somewhat damaged, no one injured.
Jan. 3, 1881, at Winona, train run into by C. & N.-W. Ry. train, 5 cars ditched, no one injured.
Jan. 12, 1881, at Minneapolis, breaking of switch rod, passenger train thrown off track, no one injured.
May 6, 1881, at Minneiska, standing train run into by freight train, 5 cars ditched.
May 16, 1881, at Dakota, three freight cars ditched, one injured.
July 6, 1880, Dubuque Division, caboose thrown from track and damaged, no one injured.
Dec. 9, 1880, Dubuque Div., engine tank run off track and slightly injured, no one injured.
March 13, 1881, Dubuque Div., snow train, hog on track, two cars ditched, no one injured.
March 18, 1881, Dubuque Div., collision freight train with wild engine, both engines somewhat damaged, 2 persons injured.
Dec. 7, 1880, So. Minn. Div., freight car off track and damaged, broken rail, no one injured.
Dec. 8, 1880, So. Minn. Div., 10 freight cars off track, 4 pairs trucks broken, broken rail, no one injured.
Jan. 12, 1881, So. Minn. Div., passenger train run off track, caused by snow and ice on track, cars slightly damaged, one person slightly injured.
Jan. 17, 1881, So. Minn. Div., collision of freight train with empty cars, engine and one car slightly damaged, no one injured.
Jan. 21, 1881, So. Minn. Div., collision, freight train, engine somewhat damaged, no one injured.
Feb. 16, 1881, So. Minn. Div., collision with B. C. R. & N. Ry. train, on crossing at Albert Lea, engine and one car damaged, no one injured.
June 3, 1881, So. Minn. Div., freight train broke in two, near Ramsey, two parts collided, 2 cars damaged, no one injured.
June 28, 1881, So. Minn. Div., two freight cars thrown from track, 2 cars damaged, 2 persons slightly injured.

ST. PAUL & SIOUX CITY R. R. CO.

For 11 *months, ending May* 31, 1881, *after which date it became part of the Chicago, St. Paul, Minneapolis & Omaha Ry.*

OFFICERS.

H. H. Porter, President.....Chicago, Ill.
E. F. Drake, 1st Vice President.....St. Paul, Minn.
Geo. A. Hamilton, Secretary.....St. Paul, Minn.
Jno. C. Spooner, Solicitor.....St. Paul, Minn.
R. P. Flower, Treasurer.....New York, N. Y.
E. W. Winter, Assistant to President.....St. Paul, Minn.
C. F. Hatch, General Superintendent.....St. Paul, Minn.
C. W. Johnson, Chief Engineer.....St. Paul, Minn.
F. B. Clarke, General Traffic Manager.....St. Paul, Minn.
C. D. W. Young, Auditor.....St. Paul, Minn.

Directors—H. H. Porter, Chicago; E. F. Drake, St. Paul; J. L. Merriam, St. Paul; Aug. Kountze, New York; C. H. Bigelow, St. Paul; A. H. Wilder, St. Paul; J. Q. Adams, St. Paul; David Dows, New York; Geo. I. Seney, New York; R. P. Flower, New York; H. R. Bishop, New York; J. M. Fiske, New York; P. L. Cable, Rock Island; Philetus Sawyer, Oshkosh, Wis.; Benj. Brewster, New York.

Executive Committee—Messrs. Porter, Flower, Sawyer, Drake, Bishop, Brewster and Dows.

Date of annual election, first Saturday after first Thursday in June.
Person to address concerning this report, C. D. W. Young.

CAPITAL STOCK, DEBTS, ETC.

Common stock issued to represent purchased lines	$6,280,000 00
Seven per cent. preferred stock, to represent purchased lines	6,280,000 00
Total of stock	$12,560,000 00
Proportion for Minnesota, 58 91-100 per cent., $7,399,096.00.	
Bonds, 6 per cent., first mortgage, due April 1, 1919	$6,045,000 00
St. P., S. & Taylors Falls 7 per cent. bonds, due Jan. 1, 1908	334,800 00
St. Paul depot ground bonds, 10 per cent., due Oct. 1, 1903	30,000 00
Total bonded debt	$6,409,800 00
Floating debt	$296,895 58
Total of debt	$6,706,695 58
Minnesota proportion, 58 91-100 per cent., or $3,950,914.37.	
Total of paid up stock and debt	$19,266,695 58
Stock and debt per mile of road owned (605.43 m.)	31,332 77
Propertion of stock and debt for Minnesota	11,350,010 00
Cost of road and equipment	18,794,184 48
Cost of road, average per mile owned (605.43)	31,042 70

CHARACTERISTICS OF ROAD.

Length—

	Total.	In Minn.
From St. Paul to Sioux City, (being the former St. Paul & Sioux City and Sioux City and St. Paul roads)	268.77	187.52
From Lake Crystal to Elmore	44.00	44.00
From Heron Lake to Woodstock (Minn. & Black Hills R. R)	44.00	44.00
From Sioux Falls Junction to Hartford (Worthington & Sioux Falls R. R.)	73.00	42.53

Luvern to Doon (Rock River branch)	28.00	10.56
St. Paul to Stillwater and branch to Hudson	28.09	28.09
Evington to Omaha, and branch to Ponca	141.32	.....
Mo. River transfer	2.25	.....
Total	629.43	356.70
Additional siding and other track	34.40	.....
Miles of steel rail	440.15	172.86
Miles of iron rail	189.28	183.84

The foregoing includes 5.20 miles from St. Paul to Mendota, owned and maintained jointly and operated separately by the St. Paul & Sioux City and the Chicago, Milwaukee & St. Paul companies. Also 24 miles of leased Illinois Central track from Le Mars to Sioux City, maintained jointly and operated separately by the Illinois Central and St. P. & S. C. companies.

Stations, 59; common points, 9.

Bridges and trestles—15 Howe truss, aggregating 1,667 feet; 2 iron bridges, together 424 feet; and 212 wooden trestles, aggregating length 30,037 feet.

Fences—175 miles of post and board, 8.78 miles of sod, and 72 miles of barbed wire.

Railroad crossings at grade—The C. M. & St. P. at Shakopee, West Mankato, Winnebago City, and three miles west of Heron Lake; the W. & St. P. 2½ miles west of Kasota, and 1 mile east of Mankato, and the M. & St. L. at Merriam Junction.

Equipment—40 locomotives of more than thirty and less than 40 tons weight, exclusive of tender; 29 passenger cars; 17 express, mail and baggage cars; 1,417 box freight and stock cars; 359 flat and coal cars; 34 other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

	Miles.
Mileage in Minnesota—	
Run by passenger trains	227,113
By freight and mixed trains	506,704
Total mileage	733,817

Speed of trains—Highest for passenger, 40 miles per hour; Schedule including stops, 21.

Highest for freight, 18; Schedule 11.

Tariffs—No record to give average rates.

Passenger mileage—Whole number carried 205,734, equal to one passenger carried 10,326,981 miles.

Average distance traveled by each passenger, 50 20-100 miles.

Fuel—No record.

No record of commodities or business by stations.

Tonnage—

	Tons.
Grain	130,031
Other agricultural products than grain	26,006
Flour and meal	5,001
Provisions	5,321
Animals	10,403
Lumber and other forest products	145,635
Iron and mineral products, etc	47,799
Stone, brick, lime, etc	16,904
Coal	10,283
Merchandise	520,124
Total	1,029,965

EARNINGS AND EXPENSES FOR ELEVEN MONTHS.

Gross Earnings—

Freight	$ 941,923 80
Passenger	273,954 40

Miscellaneous, including rentals		98,458 26
Total earnings in Minnesota		1,049,506 66

Earnings in Minnesota, 78.75 per cent.
Ratio of passenger to freight earnings, 1 to 3 44-100.
Average earnings per mile, $2,117.10.
Average per train mile, $1.41 28-100.
Average net earnings per mile of road, $354.74.
Average earnings per train mile, $0.29.

Operating expenses—

Maintenance of way	$	293,337 08
Maintenance of buildings		18,883 87

Maintenance of Rolling Stock—

Locomotives	$	56,516 69
Passenger, baggage &c. cars		38,007 46
Freight cars		55,627 62
Shop and machinery		14,489 12
Total	$	164,640 89

Cost of Transportation—

Motive power and cars	$	286,094 76
Train employes		70,256 52
Agents and station labor		84,419 39
Other expenses of transportation		31,738 10
Total	$	472,508 77

General Expenses—

Officers and clerks	$	76,315 13
Office and clerical expenses		14,163 10
Other general expenses		19,995 83
Total	$	110,479 06

Total operating expenses of entire line, being 83.39 per cent. of earnings, $1,059,884.67.
Operating expenses in Minnesota, estimated 56.67 per cent., $600,636 64.
Average expenses per mile of road (629.43) $1,686.88.
Average per train mile, $1.12.
Earnings over operating expenses, $272,684.70.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.—ENTIRE LINE.

Construction account, purchase of lines		$	5,301,374 70
Additional equipment			141,635 25
Taxes			49,400 44
Interest on bonds, exchange, etc			357,733 59
Dividends, none.			
Lease of other roads—			
Illinois Central	$ 11,000		
St. Paul & Manitoba	3,850		
			14,850 00
Total payments in addition to operating expenses		$	5,864,993 98

GENERAL BALANCE, MAY 31, 1881.

Assets—		
Construction account	$	17,755,897 30
Equipment		1,038,287 18
Stock of Union Depot Co., St. Paul		29,700 00
Stock of C. St. P. M. & O. Ry. Co.		132,200 00
Bonds of St. P. S. T. F. R. R. for St. Paul Depot Grounds		31,578 50
Cash and cash assets in excess of current vouchers, pay rolls and accrued interest		164,636 40
Profit and loss, balance		114,401 20
Total	$	19,266,695 58
Liabilities—		
Capital stock	$	12,560,000 00
Funded debt		6,409,800 00
Advanced by C. St. P. M. & O. Ry. Co		296,895 58
Total	$	19,266,695 58

REGULATIONS, MAILS AND EXPRESS.

Crossings—Come to a full stop 400 feet from railroad crossing. Bell rung when approaching highway crossing.

Miller coupler, buffer and platform, and Westinghouse air brakes on each passenger car.

U. S. Mails—$80.72 per mile on main line; $40.75 on branches.

Express—American Express company pay 1½ first class rates, and receives, transports and delivers all our money and valuable packages free.

Transportation Companies—None, except we haul cars of such lines and other R. Rs. in interchange of business, paying ¾ ct. per mile for freight cars.

ACCIDENTS.

In 1880—

C. Collins, Sep. 28, Worthington, on hand car at night, struck by train, arm broken, injured.

W. H. Gurnsey, Sep. 16, Le Sueur, by stealing ride, fell off and run over, killed.

Jno. F. Beard, Oct. 6, St. Paul car repairer, sat astride rail behind train which backed, leg broken.

Robt. Buchanan, Oct. 26, St. James, fell between cars while switching, killed.

Abram Williams, Nov. 5, Mountain Lake, climbing between cars in motion, heel jammed.

W. L. Fink, Nov. 24, Lu Verne, coupling, hand hurt.

J. E. Chase, Dec. 9, Mankato, coupling engine on car, shoulder hurt.

B. Walters, Dec. 10, Shakopee, drunk, attempted to cross track ahead of train, leg crushed.

Wm. Burke, Dec. 12, St. Paul, pushing car, hand hurt.

C. Griffin, Dec. 13, Mankato, coupling, one finger hurt.

F. Fay, Dec. 25, Shakopee, hand hurt.

In 1881—

Miss Belle Blake, March 12, Mankato, walking on track in deep cut, struck by snow plow and engine, killed.

Aug. Krarke, March 21, South bend, on hand car, overtaken by passenger train, killed.

Aug. Bummeister, April 6, Bingham Lake, struck by engine and snow plow in a cut, injured.

Hans Peterson, April 6, Bingham Lake, struck by engine and snow plow in a cut, injured.

Fred Sorenson, April 6, Bingham Lake, struck by engine and snow plow in a cut, injured.

L. Ludke, April 6, Bingham Lake, struck by engine and snow plow in a cut, killed.

Recapitulation—3 employes killed, 11 injured; 1 other person killed and 2 injured. (No passengers either injured or killed.)

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY. CO.

OFFICERS.

H. H. Porter, President.....Chicago, Ill.
Hon. Philetus Sawyer, 1st Vice President.....Oskosh, Wis.
C. W. Porter, Secretary.....Hudson, Wis.
Jno. C. Spooner, Solicitor.....Hudson, Wis.
R. P. Flower, Treasurer and 2d Vice President.....New York.
E. W. Winter, Assistant to President.....St. Paul, Minn.
C. F. Hatch, General Superintendent.....St. Paul, Minn.
C. W. Johnson, Chief Engineer.....St. Paul, Minn.
F. B. Clark, General Traffic Manager.....St. Paul, Minn.
C. D. W. Young, Auditor.....St. Paul, Minn.
C. W. Porter, Land Commissioner, West Wis. land.....Hudson, Wis.
W. H. Phipps, Land Commissioner, North Wis. land.....Hudson, Wis.
General offices, St. Paul.

Directors—

H. H. Porter, Chicago; Hon. Philetus Sawyer, Oskosh; R. P. Flower, New York; Benj. Brewster, New York; E. F. Drake, St. Paul; H. R. Bishop, New York; David Dows, New York; Geo. I. Seney, New York; P. R. Cable, Rock Island; Josiah M. Fiske, New York; Augustus Kountze, New York; A. H. Wilder, St. Paul; John Comstock, Hudson.

Executive Committee—Messrs. Porter, Sawyer, Flower, Brewster, Drake, Bishop and Dows.

Annual Election—First Saturday after first Thursday in June.

Address C. D. W. Young, Auditor, St. Paul, concerning this report.

CAPITAL STOCK DEBT.

Capital stock authorized	$50,000,000 00
Common stock issued to represent purchased lines	13,813,333 33
Preferred stock, 7 per cent., issued to take up stock of roads consolidated June 1, 1880, viz: C., St. P. & M. Ry. and North Wisconsin Ry., and to purchase the stock of the St. Paul & Sioux City R. R. Co.	9,613,333 34
Total stock of both classes	$23,426,666 67

Proportion of stock for Minnesota, $9,073,148.00.

BONDED DEBT.

First mortgage bonds, due May 1, 1908, 6 per cent., C., St. P. & M. Ry.	$3,155,000 00
First mortgage bonds, due Jan. 1, 1930, 6 per cent., North Wis. Ry.	800,000 00
First mortgage bonds, due July 1, 1908, 8 per cent., H. & R. F. Ry.	125,000 00
First mortgage bonds, due Apr. 1, 1919, 6 per cent., St. P. & S. C. R. R.	6,045,000 00
First mortgage bonds, due Jan. 1, 1908, 7 per cent., St. P., S. & T. F. R. R.	334,800 00
Consolidated mortgage bonds, due June 1, 1930, 6 per cent., C., St. P., M. & O. Ry.	5,666,375 00
St. Paul depot ground bonds, due Oct. 1, 1903, 10 per cent., St. P. S. & T. F. (these depot bonds on hand, in treasury of the company)	30,000 00
Total bonded debt	$16,156,175 00
Total stock issued and debt	$39,582,841 67
Proportion of debt for Minnesota	6,257,286 58
Amount of stock and debt per mile of road	42,983 71

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of entire construction and equipment	$35,109,978 29
Average cost per mile	38,126 55

CHARACTERISTICS OF ROAD.

Length—

	Total.	In Minn.
Of main line of road from Elroy to Omaha includes 5 80/100 miles from St. Paul to Mendota owned and maintained jointly and operated separately by the company and by the Chicago, Milwaukee & St. Paul Railway Co., and 24 miles leased Illinois, Central R. R. track from Le Mars to Sioux City, operated by each company separately, and maintained by them jointly...	591.87	207 42
North Wisconsin Junction to end of track	120.00	
Branches—		
From Stillwater Junction to Stillwater	3.80	3 80
From Stillwater to Lake St. Croix via So. Stillwater	4.39	4.39
From Hudson to River Falls	12.00	
From Eau Claire to Lumber mills	2.74	
From Menomonie Junction to Menomonie	3.01	
From Lake Crystal to Elmore	44.00	44.00
From Heron Lake to Woodstock	44.00	44.00
From Sioux Falls Junction to Hartford	73.00	42.53
From Luverne to Dover	28.00	10.56
From Coburn Junction to Ponca	15.82	
From Missouri River Transfer Tracks	2.25	
Total length of main line and branches	944.88	356.70
Aggregate length of sidings and other track not above	53.80	
Number of miles iron rail	555.61	183.84
Number of miles steel rail	389.27	172.86
Aggregate lengths of tracks operated by this company *computed as single track*	998 68	

Gauge of road, Standard.

Stations—In Minnesota, 63; common points, 10.

Railroad crossings at grade—C., M. & St. P. Ry. at Shakopee, West Mankato, Winnebago City, and three miles west of Heron Lake; Minneapolis & St. Louis Ry. at Meriam Junction; Winona & St. Peter R. R. 2½ miles west of Kasota and one mile east of Mankato.

Equipment—111 locomotives; 41 first class passenger, 8 second class passenger, 27 express and baggage cars, 2,399 box and freight cars, 824 flat and coal cars, and 59 other cars.

Bridges and Trestles—Wooden bridges, over 16 feet span, 199; wooden culverts, 16 feet span and under, 540; stone bridges, 12 to 20 feet span, 8; stone culverts, box 56; total bridges and culverts, 803.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage in Minnesota—Miles run by passenger trains, 54,647; by freight and mixed trains, 284,839; total, 339,486.

Speed of trains—Highest for passenger, 40 miles per hour; schedule for same, including stops, 21 and 23 miles. Highest for freight train 18 miles; including stops, 11.

Tonnage.

	Tons.
Grain	70,808
Flour and meal	151,819
Provisions	7,820
Animals	8,075
Lumber and other forest products	286,125
Mineral products	42,247

Stone, brick, lime, sand, etc	6,545
Salt, cement, etc	4,506
Coal	17,171
Mdse. and miscellaneous	254,928
Total	850,044

Passengers—Number carried in Minnesota, 287,755; whole road, 18,605,799; average distance traveled by each passenger, 64 67.100.

No record of commodities shipped from stations, etc.

EARNINGS AND EXPENSES.

Freight earnings in Minnesota		$ 284,985 06
Passenger earnings in Minnesota		82,773 76
Miscellaneous earnings in Minnesota		9,412 31
Total earnings in Minnesota		377,171 12
Per centage of earnings in Minnesota of entire line		17 62
Ratio of passenger earnings to freight of entire line, 1 to 3 2-100.		
Average gross earnings per mile of road (397.90 Minn)		5,377 21
Average gross earnings per train mile, 1.36 8-10.		
Average net earnings per mile (397.90)		2,524 11
Average net earnings per train mile		64.22

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way		$271,861 59
Maintenance of buildings		9,529 00
Maintenance of rolling stock.		
Locomotives	$53,006 65	
Passenger, baggage, mail and express cars / Freight cars	104,719 49	
Shop, tools and machinery	14,011 81	
		171,737 95
Conducting transportation.		
Motive power and care	280,143 53	
Train employes	72,570 24	
Agents and station labor	193,933 49	
Other expenses conducting transportation	49,834 53	
		596,481 79
General expenses.		
Salaries of officers	22,171 43	
Office and clerical expenses	26,548 39	
Legal expenses / Other general expenses	36,919 72	
		85,639 54
Total operating expenses, entire line, being 53.06 per cent. of earnings		$1,135,249 87
Total operating expenses in Minnesota $\frac{55}{3}\frac{47}{97.90}$ average miles 13.94 per cent		158,253 82
Average operating expenses per mile 397.90 miles average for year of track, exclusive of sidings		2,833 10
Average operating expenses per train mile 72 58		
Excess of earnings over operating expenses		1,004,343 92

Payments in Addition to Operating Expenses.

Construction account and purchase of lines		$1,353,872 93
Additional equipment		1,117,589 18
Taxes		73,947 57
Interest on bonds, other interest and exchange		511,116 01
Dividends—rate 3½ per cent on preferred stock		336,138 25
Paid for leases of other roads—		
St P., S. & Taylors Falls R. R.	$55,914 46	
St. P., M. & Manitoba	8,350 00	
Illinois Central	1,000 00	65,269 46
Total payments in addition to operating expenses		$3,457,933 40

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment	$35,109,978 29	Common Stock	$13,813,333 33
Land grant bonds	227,875 99	Pref'd stock	9,613,333 34
Stocks and bonds on hand	2,533,027 38	Funded debt	16,156,175 00
Cash and cash assets in excess of current liabilities	1,087,847 92		
Material and supplies	526,622 35		
Profit and loss (deficit)	97,489 74		
	$39,582,841 67		$39,582,841 67

REGULATIONS, MAILS AND EXPRESS.

Crossings—Trains come to a full stop 400 feet from railroad crossings. Whistle sounded and bell rung approaching highway crossings.

Government pays about $78.25 per mile per annum on main line, and $42.75 on branches, for transportation of mails.

American Express pays 1½ first class rates, and handles this company's moneys and valuable packages free.

No other freight or transportation companies run on this road except cars in exchange of business.

HISTORY.

The C., St. P., M & Omaha Ry. Co. embraces lines that were formerly the West Wisconsin, North Wisconsin, Hudson & River Falls, all in Wisconsin; also the St. Paul & Sioux City, and branches and extensions, including the St. Paul, Stillwater & Taylors Falls R. R. The St. Paul & Sioux City organization became merged in the C., St. P., M. & O., June 1, 1881. (See former reports for dates of previous consolidations, etc.)

ACCIDENTS TO PERSONS.

In 1880—

Wm. Lamb, Aug. 1, employe, injured, E. St. Paul, uncoupled engine pushing car, and jumped between them on track, though warned not to do so.

S. Stombs, Sept. 23, injured, Stillwater, struck by car on side track, jawbone broken.

C. D. Soule, Nov. 22, killed, Stillwater Junction, walking between moving cars to uncouple, stumbled, run over.

A. A. Duncanson, Dec. 31, injured, E. St. Paul, coupling, hand hurt.

In 1881—

J. Callahan, Feb. 6, injured, Lakeland, derailment of engine by ice on track covered by snow.

P. Railey, Feb. 6, injured, Lakeland, derailment of engine by ice on track covered by snow.

M. McMahon, Feb. 6, killed, Lakeland, derailment of engine by ice on track covered by snow.

M. Wahlby, Feb. 6, killed, Lakeland, derailment of engine by ice on track covered by snow.

A. Felder, April 19, injured, Minneapolis, jumping from rear end of engine in motion.

J. Metz, June 1, injured, St. Paul, working on steam shovel.

Jno. Demprey, June 7, injured, St. Paul, coupling, slipped and fell, not run over.

Jno. Langstaff, June 16, injured, Madelia, coupling, lost finger.

Chas. Hemberlee, June 22, neither passenger nor employe, killed, St. Paul, stepped off engine, fell on track and run over.

Total, 4 killed, 9 injured.

No passenger either killed or injured.

NORTHERN PACIFIC RAILROAD COMPANY.

OFFICERS

A. H. Barney, President *pro tem*.....New York.
T. F. Oakes, 1st Vice President.....New York.
Samuel Wilkeson, Secretary.....New York.
George Gray, General Counsel.....New York.
R. Lenox Belknap, Treasurer.....New York.
Herman Haupt, General Manager, Eastern Division.....St. Paul, Minn.
A. Anderson, Chief Engineer.....Brainerd, Minn.
G. K. Barnes, General Ticket Agent.....St. Paul, Minn.
J. M. Hannaford, General Freight Agent.....St. Paul, Minn.
J. A. Barker, General Auditor.....New York.
R. M. Newport, General Land Agent.....St. Paul, Minn.

General offices of the Company—No. 82 Broadway, New York.
General offices in this State—Nos. 43 and 45 Jackson St., St. Paul, Minn.

Directors—Frederick Billings, Woodstock, Vt; C. B. Wright, Philadelphia; B. P. Cheney, Boston; T. F. Oakes, New York; A. H. Barney, New York; John W. Ellis, New York; Robt. Harris, New York; Henry Villard, New York; Hugh McCulloch, New York; John C. Bullett, Philadelphia; Henry E. Johnson, Baltimore; A. H. Holmes, New York; John Livingston, New York.

Executive Committee—Messrs. Harris, Cheney, Potts, Villard, Billings and Holmes.

Annual Election—Last Wednesday in September of each year.

Person to address concerning this report, M. P. Martin, Auditor, St. Paul, Minn.

CAPITAL STOCK, DEBT, ETC.

Capital stock authorized	$ 100,000,000
Common stock issued	49,000,000
Preferred stock, 8 per cent. issued	51,000,000
Proportion of stock for Minnesota, 228½-2250 as length of line in Minnesota to whole line	10,155,555

All stock issued under plan of reorganization in 1876, for which see former reports.

BONDED DEBT.

First mortgage bonds due 1918, 6 per cent. interest	$ 6,399,300
Second mortgage bonds due	15,187,500
Total	$21,586,800
Floating debt not secured by mortgage	883,889 33
Total stock issued and debt	114,345,427 60

CHARACTERISTICS OF ROAD.

Length in Minnesota—

From Northern Pacific Junction to Moorhead	228.22
From Duluth to N. P. J. (operated jointly with St. P. & D. R. R. Co.)	23.65
From Sauk Rapids to Brainerd (Western R. R. of Minn.)	60.50
From St. Paul to Sauk Rapids (leased use of St. P., M. & M. track)	75.50
Total number of miles	387.87
Additional sidings (St. P., M. & M. excepted)	31.50
Number of miles steel rail	216.99
Number of miles iron rail	202.38

Stations, etc.—Number of stations 56, and of common points 24; 101 wooden bridges, aggregate length, 12,009 feet, exclusive of St. P., M. & M.—194 miles of wire fence and 52 miles of board @ 80 cents for board and 70 cents for wire per rod—R. R. crossings at grade; St. P., M. & M. at Glyndon and Moorhead, and M. & St. L. near Minneapolis Junction.

Equipment—72 locomotives, weighing from 30 to 40 tons, 7 from 20 to 30 tons, and 2 from ten to twenty tons, all exclusive of tender; 14 first class, and 10 second class passenger cars, 12 express and baggage cars, 1,357 box, freight and stock cars, 1,042 flat and coal cars, 245 other cars, and 59 hand cars. The foregoing equipment is used also on the road in Dakota.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage—

	In Minn.
Of passenger trains	428,479
Of freight and mixed trains	628,198
Total train mileage	1,056,671

Empty freight car mileage, 4,572,757.

The speed of trains is from 20 to 30 miles per hour for passenger, and from 12 to 15 for freight. The average rates are 3.91 cents per mile for passengers, and 2.16 cents per ton per mile for freight.

Tonnage—

Grain	124,084
Agricultural products except grain	3,513
Flour and meal	16,422
Provisions	7,307
Manufactures	14,355
Animals	10,909
Lumber	73,606
Other forest products	47,768
Iron, lead and mineral products	29,082
Stone, brick, lime, cement, sand, &c	11,150
Coal	9,440
Merchandise and other articles	43,260
Total	390,896

Passengers—Whole number carried, 117,506; number carried one mile, or passenger mileage, 10,153,083; average distance traveled by each, 86 miles.

Fuel consumed—Wood, 31,457 cords, and of coal, 15,848 tons.

Abstract of Commodities Shipped from Stations—Going East.

STATIONS.	Wheat. Bushels.	Other Grain. Bushels.	Flour. Barrels.	Other Products. Tons.	Lumber. M. Feet.	Other Products of the Forest. Tons.	Mdse. and Miscellaneous. Tons.
Rices	37,246	1,854	1	.....	.....	260	131
Royalton	32,851	.....	.....	.....	20	3,350	31
Little Falls	39,635	.....	1	1	5	510	166
Belle Prairie	9,674	.....	.....	.....	10	10	3
Fort Ripley	1,698	.....	6	1	.....	.....	10
Crow Wing	353	.....	.....	.....	.....	.....	.....
Brainerd	1,090	.....	199	46	141	95	2,397
Norman	.....	.....	.....	.....	.....	10	20
Island Lake	.....	.....	.....	.....	.....	10	11
Sicottes	.....	.....	.....	20	.....	.....	.....
Kimberly	.....	.....	.....	.....	.....	.....	1
Aitkin	.....	.....	612	3	.....	.....	76
Deerwood	.....	.....	.....	.....	.....	.....	1
Gull River	.....	.....	.....	.....	317	45	84
Motley	44,601	.....	.....	80	65	20	115
Staple's Mills	1,705	.....	.....	.....	5	.....	8
Aldrich	4,562	.....	19	26	.....	11	38
Verndale	27,835	.....	147	.....	6	10	103
Wadena	95,202	54	208	.....	6	488	92
Bluffton	8,946	.....	2	.....	36	10	1
New York Mills	2,298	.....	9	.....	10	20	21
Perham	79,641	127	579	7	27	6	78
Frazee City	12	214	2,595	.....	.....	.....	74
Detroit	22,989	1,500	287	.....	.....	.....	216
Audubon	33,244	2,770	100,	50	.....	.....	86
Lake Park	88,642	7,639	10	23	.....	.....	45
Hawley	53,683	488	4	12	.....	473	72
Muskoda	4,089	4,159	.....	.....	.....	.....	.....
Glyndon	253,891	93	101	181	.....	.....	211
Moorhead	280,654	2,450	189	.....	.....	.....	430
Fargo and all stations West	494,085	15,604	922	40	92	66	6,756
Total of each class	3,617,617	36,452	5,991	491	760	5,394	11,277
Total of each class in tons	108,529	684	599	491	1,520	5,394	11,277

Abstract of Commodities Shipped from Stations—Going Westward.

STATIONS.	Wheat. Bushels.	Other Grain. Bushels.	Flour. Barrels.	Other Products. Tons.	Lumber. M. Feet.	Other Products of the Forest. Tons.	Mdse. and Miscellaneous. Tons.
St. Paul	805	387,107	7,492	1,237	1,091	.....	52,067
Minneapolis	1,981	28,541	14,157	1,125	675	1	14,557
St. Anthony	.....	1,302	250	11	1,724	11	1,158
Anoka	.....	.....	.....	.....	2,136	.....	37
Itasca	.....	.....	.....	.....	.....	.....	8
Elk River	.....	94	14	2	15	.....	16
Big Lake	.....	.....	.....	2	.....	.....	31
Becker	.....	.....	.....	73	.....	.....	1
Clear Lake	.....	.....	11	6	.....	.....	13
St. Cloud	.....	8,759	848	30	21	2	533
Sauk Rapids	4,352	19,129	17,862	30	10	1	558
Rices	31,813	42	3	.....	.....	.....	64
Royalton	17,727	97	.....	3	.....	.....	67
Little Falls	71,052	126	33	38	18	1,828	225
Belle Prairie	15,703	20	1	1	.....	180	8
Fort Ripley	4,983	5	1	.....	.....	.....	1
Crow Wing	.....	.....	.....	.....	.....	.....	10
Brainerd	.....	5,845	302	7	2,329	433	889
Duluth	19	18,530	.....	179	6,623	459	38,894
Fond du Lac	.....	.....	.....	.....	15	1,940	10
Thomson	.....	.....	.....	.....	1,463	375	14

Abstract of Commodities Shipped from Stations Westward—(Continued.)

STATIONS.	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Other Products of the Forest.	Mdse. and Miscellaneous.
	Bushels.	Bushels.	Barrels.	Tons.	M. Feet.	Tons.	Tons.
N. P. Junction	16	19	42	18	3,858	962	138
Aitken	.....	46	432	1	.....	1,161	676
Deerwood	.....	.....	8	.....	.....	.....	2
Gull River	.....	.....	1	1	6,141	41	10
Motley	.....	.....	.....	4	3,345	1,247	113
Staple's Mills	.....	.....	.....	.....	690	.....	16
Aldrich	224	.....	.....	.....	10	3,680	107
Verndale	387	.....	4	.....	1	2,490	111
Wadena	.....	1,006	.....	.....	416	2,050	92
Bluffton	75	.....	1	.....	230	681	14
New York Mills	657	8	.....	30	680	6,512	230
Perham	.....	323	601	.....	2,620	2,270	236
Frazee City	17	40	5,364	.....	722	6,916	350
Detroit	.....	1,040	.....	.....	10	7,785	717
Audubon	9	7,201	205	5	.....	1,150	192
Lake Park	.....	7,014	105	68	.....	680	241
Hawley	101	10,632	298	17	.....	120	154
Muskoda	382	1,303	.....	.....	.....	20	1,210
Glyndon	.....	32,609	6,605	34	142	.....	6,476
Moorhead and all stations West	6,499	59,832	10,003	100	1,078	75	3,319
Total of each class	156,802	590,674	64,554	3,022	36,043	42,374	123,594
Total of each class in tons	4,704	10,167	6,455	3,022	72,086	42,374	123,594

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.			Total Revenue.
	Tons Forwarded.	Tons Received.	Revenue.	No. From.	No. To.	Revenue.	
St. Paul	62,840	10,970	.....	12,660	8,475	.....	.....
Minneapolis	18,356	21,547	.....	5,014	4,127	.....	.....
St. Anthony	4,679	126	.....	1,122	.....	.....	.....
Anoka	4,309	346	.....	337	286	.....	.....
Itasca	8	1	.....	92	33	.....	.....
Elk River	52	6	.....	319	228	.....	.....
Big Lake	34	14	.....	130	139	.....	.....
Becker	73	.....	.....	32	66	.....	.....
Clear Lake	20	1	.....	154	177	.....	.....
St. Cloud	832	121	.....	1,112	1,866	.....	.....
St. P. & M. & Milage Passengers	.....	.....	.....	17,137	17,137	.....	.....
Sauk Rapids	3,051	374	.....	2,136	1,150	.....	.....
Watab	.....	46	.....	84	251	.....	.....
Rices	2,561	930	.....	1,430	1,753	.....	.....
Royalton	5,010	466	.....	1,278	1,330	.....	.....
Little Falls	6,140	2,850	.....	3,818	3,609	.....	.....
Belle Prairie	984	206	.....	765	706	.....	.....
Fort Ripley	212	155	.....	599	578	.....	.....
Crow Wing	21	26	.....	130	265	.....	.....
Duluth	53,081	90,524	.....	3,245	1,721	.....	.....
Oneota	.....	.....	.....	102	95	.....	.....
Fond du Lac	1,280	2	.....	230	344	.....	.....
Thompson	3,315	65	.....	259	262	.....	.....
N. P. Junction	8,839	321	.....	632	627	.....	.....
Norman	30	17	.....	217	239	.....	.....
Island Lake	21	128	.....	190	279	.....	.....
Sciottes	20	50	.....	111	130	.....	.....
Kimberly	1	92	.....	120	195	.....	.....
Aitkin	2,013	5,200	.....	1,802	2,602	.....	.....

Business and Receipts by Stations.—(Continued.)

STATIONS.	FREIGHT.			PASSENGERS.			Total Revenue.
	Tons Forwarded.	Tons Received.	Revenue.	No. From.	No. To.	Revenue.	
Deerwood	4	55		186	206		
Brainerd	8,939	5,603		7,766	8,414		
Gull River	13,137	1,030		2,904	3,169		
Sylvan Lake		7		136	99		
Motley	9,737	924		2,092	1,573		
Staples Mills	1,459	336		768	831		
Aldrich	4,028	431		1,054	1,600		
Verndale	3,589	1,775		3,351	3,735		
Wadena	6,468	1,861		3,497	3,424		
Bluffton	1,488	367		744	1,087		
New York Mills	8,242	504		1,402	1,472		
Perham	10,406	1,711		2,450	2,466		
Frazee City	9,584	1,205		1,417	1,187		
Detroit	9,502	1,971		3,220	3,463		
Audubon	2,674	816		1,502	1,399		
Lake Park	3,984	1,264		1,666	1,837		
Hawley	2,677	1,235		1,500	1,583		
Muskoda	1,452	58		233	914		
Sawyers Siding	373	8					
Glyndon	16,001	26,487		7,838	8,356		
Barnes Siding	244						
Richardson		10					
Moorhead	10,467	12,431		6,253	5,519		
Dakota Div. Stations west of Moorhead	88,659	196,228		12,280	16,382		
Total of above	390,896	390,896	1,644,221 42	117,506	117 506	449,963 56	2,094,184 98

$1,644,221.42 in Minnesota. $449,963.56 in Minnesota. $2,094,184.98 in Minnesota.

EARNINGS AND EXPENSES.

Earnings from freight in Minnesota		$1,644,221 42
Earnings from passengers in Minnesota		449,963 56
Earnings from mail, express, etc		80,924 20
Total earnings in Minnesota		$2,175,109 18
Rate of passenger earnings to freight, $1 to $3.65.		
Average gross earnings per mile, (388½ miles)		$5,598 74
Average per train mile		2 06
Average net earnings per mile		2,970 06
Average train mile		1 09

OPERATING EXPENSES.

Maintenance of way		$281,404 54
Maintenance of buildings		12,495 35
Maintenance of rolling stock—		
Locomotives	$68,576 79	
Passenger, baggage mail and express cars	28,011 67	
Freight cars	58,051 64	
		154,640 10
Conducting transportation—		
Motive power and care	242,976 45	
Train employes	70,021 03	
Agents and station labor	56,854 94	
Other expenses conducting transportation	149,662 80	
		519,512 22
General expenses—		
Salaries of officers and expenses	11,600 91	
Office and clerical expenses	22,899 12	
Legal expenses	5,678 97	
Other general expenses	13,006 75	
		53,185 75
Total operating expenses, entire line in Minnesota, being 47 per cent. of earnings		$1,021,240 96

Total operating expenses in Minnesota	$1,021,240 96
Average operating expenses per mile (388½ miles) of track, exclusive of sidings	2,628 68
Average operating expenses per train mile	97
Excess of earnings over operating expenses	1,153,868 22

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Improvements and betterments	$188,252 77
Additional equipment	850,883 89
Taxes	41,124 92
Paid for lease to Western R R. Co. of Minn	112,549 98
Paid for lease to St. P., M. & Manitoba	39,999 96
Total payments in addition to operating expenses	$1,232,811 52

REGULATIONS, MAILS, ETC.

All trains come to a full stop before crossing other railroads, whistle eighty rods from highways, and ring the bell until crossed. Use Miller's platform and coupler, and the Westinghouse automatic air brake.

Since July 1, 1879, the compensation for carrying U. S. mails has been $13,445.05 on Minnesota division, and $5,264.50 on Western Ry. division for one daily mail each way. Since January 1, 1880, the Northern Pacific has run its own express.

LANDS.

Whole numbers of acres received	990,619.30
Whole number of acres to enure	1,946,980.70
Sold and contracted to be sold, year ending June 30, 1881.....acres.	24,731.20
Receipts from lands, year ending June 30, 1881	$80,851 64
Sold and contracted to be sold in all years to June 30, 1881.....acres.	431,508.01
Receipts from lands in all years to June 30, 1881	$ 2,479,207 06
Average price per acre during the year	3 22
Average price per acre at which now offered	4 00

GENERAL REMARKS—HISTORY OF ROAD.

Chartered, by Congress, July 2, 1864, as the Northern Pacific Railroad Co.

Sold August 12, 1875, for $100.000 cash to the purchasing committee of the bondholders of the Northern Pacific Railroad Company, for all the bondholders who shall have assented to the plan of reorganization adopted June 30, 1875, and surrendered their bonds for preferred stock of the reorganized company in accordance with said plan.

The main line, Duluth to Moorhead (252½ miles) was opened about September 1, 1871.

Western Railway of Minn., Brainerd to Sauk Rapids, Minn., 60½ miles, was leased May 1, 1878, the terms being 35 per cent. of gross earnings for first five years, 40 per cent. thereafter. Lease to continue for ninety-nine years from May 1, 1878.

The Northern Pacific has a permanent contract with the St. P., M. & M. Ry. Co., whereby its trains run through between Sauk Rapids and St. Paul, seventy-five and one-half miles, paying for this privilege $40,000 per annum, and a proportion of the station expenses and maintenance of road, based on the wheelage of the trains of each company.

The original Northern Pacific Ry. Co. was by joint resolution of May 31, 1870, authorized to issue its bonds and secure the same by mortgage on all its property, rights and franchises, including the franchise to be a corporation.

Some thirty million dollars of bonds were issued. January 1, 1874, the company made default in the payment of interest, and said default continuing on the 16th of April, 1875, the trustees and certain bondholders commenced proceedings to foreclose. A committee appointed by the bondholders, under a plan of reorganization, became the purchasers of its railroad and all the property and franchises mortgaged, for the benefit of all the bondholders who should assent to said plan, and exchange their bonds for preferred stock in the new organization. The reorganization was perfected September 29, 1875.

ACCIDENTS TO PERSONS.

T. McMahon, Motley, July 20, hand slightly injured, coupling cars.
E. P. White, Staple's Mills, July 27, run over while walking on track, killed.
H. M. Newell, Wadena, Aug. 3, falling from top of box car and striking on his head, since recovered.
J. Andrews, Brainard, Aug. 14, body slightly squeezed while coupling, no serious injury.
J. Brawn, Perham, Sept. 14, hand crushed in coupling.
B. J. Lancaster, N. P Junction, Sept. 17, hand crushed in coupling.
A. McAlister, N. P. Junction, Sept 18, hand car upon which he was riding struck by an engine, killed.
M Bowers, Detroit, Oct. 1, leg broken while attempting to board train in motion.
Unknown, St Paul, Oct. 9, run over on crossing.
H. J. Davis, Motley, Oct. 15, hand crushed in coupling.
Geo Hass, Perham, Oct. 15, hand crushed in coupling.
C. Velsey, Anoka, Oct. 18, jumping from train in motion, killed.
F. D. Hall, Hawley, Oct. 21, body squeezed in coupling, no serious injury.
E. Mason, Belle Prairie, Nov. 5, crossing track before approaching train.
E. Huntington, Detroit, Dec. 2, hand crushed in coupling.
F. S. Davis, Deerwood, Dec. 31, collar bone broken falling from car.
J. W. Nilcher, Brainerd, Jan. 6, two fingers crushed in coupling.
F. A. Parr, Big Lake, Jan. 7, arm and head cut falling from car.
E. S. Perkins, New York Mills, March 14, wrist sprained boarding a train in motion.
E. S. Perkins, New York Mills, March 29th, body squeezed coupling cars.
M. Morrall, Detroit, March 29, body squeezed coupling cars.
J. Weston. Aitken, April 2, hand crushed in coupling.
A. Mork, Little Falls, April 23, leg broken by ties falling.
A. Lewis, C. Smith, A. Nix and A. Schultz. Duluth, May 11. These four men were riding on pilot of switch engine, when it collided. All but Schultz escaped with simply bruises. Schultz had both legs broken.

Recapitulation—Passengers, 1 killed, 1 injured; employes, 1 killed, 21 injured; others, 3 killed; total, 5 killed, 22 injured.

TRAIN ACCIDENTS IN MINNESOTA.

In 1880—
Aug. 12, Audubon, passenger train, the steps were knocked off from coach, caused by barrels standing too near the track, no personal injuries.
Oct. 2, Muskoda, freight train, brakeman was riding on cars that had been thrown on siding, and he did not succeed in checking them in time to prevent striking cars. Two flat cars were somewhat damaged, no personal injuries.
Oct. 7, N. P. Junction, freight train, one train standing on main track was run into by another, the engineer not succeeding in entirely stopping his train. Damage to engine and cars very slight, no personal injuries.
Oct. 14, Elk River, freight train, brakeman left switch open causing engine and one car to run off track, no damage to engine or car, no personal injuries.
Oct. 21, Frazee, freight trains, collision, caused by train standing on main track when it should have been on siding, two engines badly damaged, and one box car slightly damaged, no personal injuries.
Nov. 19, Perham, freight trains, collision, caused by breakman leaving switch open, engines and cars slightly damaged, no personal injuries.
Nov. 25, Fond du Lac, freight train, run off track, caused by broken rail, seven cars slightly damaged, no personal injuries.
Nov. 25, Detroit, freight trains, making flying switch, brakeman threw switch wrong way letting engine in on siding instead of main track, causing engine to run into boarding car on siding, engine slightly damaged, no personal injuries.
Nov. 30, Deerwood, freight train, off track through track spreading, cars slightly damaged, no personal injuries.
Dec. 2, Norman, freight train, collision, caused by engineer being asleep and running by siding, both engines badly damaged, cars slightly damaged.
Dec. 3, Detroit, freight trains, collision, caused by breaking in two, head end backing into hind car, cars slightly damaged, no personal injuries.
Dec. 7, Aitken, freight train, truck frame broke, badly damaging one car, no personal injury.

Dec. 10, Royalton, passenger train, coach off track caused by broken wheel, one car slightly damaged.

Dec. 11, Gull River, freight train, two cars off track by broken wheel, cars slightly damaged.

Dec. 11, Detroit, freight train, one car off track by broken wheel, car slightly damaged.

Dec. 12, Deerwood, freight train, off track by broken rail, four cars slightly damaged.

Dec. 13, Audubon, freight train, one car off track, broken flange, car badly damaged.

Dec. 13, Lake Park, freight train, switch left open, engineer did not see it in time to prevent collision, one car and engine damaged.

Dec. 14, Greely, freight train, draft iron timbers broke and fell on track, throwing cars off track, very slight damage to six cars.

Dec. 16, Greely, freight train, collision, St. P. & D. train standing on main track, no flags out, one box car badly damaged and one caboose belonging to St. P. & D. Co., engine slightly damaged.

Dec. 17, Perham, freight train, tail end collision, work train was on main track, went ahead but did not get out of way, engine slightly damaged.

Dec. 18, Detroit, freight train, off track by broken journal, one car slightly damaged.

Dec 18, Greely, freight train, off track by broken wheel, one car slightly damaged.

Dec. 19, Spirit Lake, passenger train, collision with St. Paul & D. work train engine, St. P. & D. men had no flags out, and N. P. train struck them on short curve, no personal injury.

Dec. 19, Island Lake, passenger train, off track, caused by broken wheel on tender of engine, two cars slightly damaged.

Dec. 21, Deerwood, freight train off track by broken rail, twelve cars badly damaged.

Dec. 27, Kimberly, freight train off track by broken rail one car slightly damaged.

In 1881—

Jan. 3, Fond du Lac, freight train off track by broken rail, four cars slightly damaged.

Jan. 8, Gull River, freight train off track by broken journal, one car slightly damaged.

Jan. 14, Fond du Lac, freight train off track by broken rail, one car slightly damaged.

Jan. 16, Bluffton, freight train off track by loose wheel, one car slightly damaged.

Jan. 16, Bluffton, freight train off track by rails spreading, five cars slightly damaged.

Jan. 20, Clear Lake, freight train off track by broken wheel, one car slightly damaged.

Jan. 26, Audubon, freight train off track by broken wheel, two cars slightly damaged.

Jan. 28, Anoka, freight train, caboose caught fire from engine sparks, slightly damaged.

Jan. 28, Watab, freight train off track by broken wheel on tender, four cars slightly damaged.

Jan. 31, St. Paul, switch engine ran into some cars on main track that St. P., M. & M. engine had left there, engine and cars slightly damaged.

Feb. 1, Brainerd, freight train off track, switch thrown off, three cars and engine slightly damaged.

Feb. 9, Muskoda, freight train off track by spreading of track, four cars slightly damaged.

Feb. 20, Muskoda, freight train off track, broken truck beam, one car slightly damaged.

Feb. 23, Bluffton, freight train off track, switch left open, one car slightly damaged.

Mar. 2, Little Falls, freight train off track, engine climbed rail on account of ice in flanges and track spreading, six cars slightly damaged.

Mar. 17, Motley, freight train off track by broken wheel, one car slightly damaged.

Mar. 20, Elk River, freight train off track, switching two cars, slightly damaged by running into cars on siding.

May 18, Gull River, freight train, off track by broken axle, seven cars slightly damaged.

June 7, Detroit, freight train off track, signal been given to back up before switch was thrown, one car slightly damaged.

June 21, Fond du Lac, freight train off track, broken journal, six cars slightly damaged.

June 21, Duluth, freight train, collision of two light engines, one engine running on time of other, three persons slightly injured, one man had both legs broken.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY.

OFFICERS.

J. Tracy, President and Sollcitor.....Burlington, Ia.
W. D. Walker, Secretary.....Cedar Rapids, Ia.
Alexander Taylor, Treasurer.....New York City.
C. J. Ives, General Superintendent.....Cedar Rapids, Ia.
Wm. P. Clark, Chief Engineer..... "
B. F. Mills, General Ticket Agent..... "
A. L. Mohler, General Freight Agent..... "
J. C. Brooksmith, Auditor..... "
Wm. P. Brady, General Agent..... "
S. Tracy, local attorney on line of road.....Burlington, Ia.

Directors—J. Tracy, Burlington, Ia.; C. Bard, Norwich, Conn.; C. D. Close, Iowa City, Iowa; J. W. Blythe, Burlington, Iowa; J. C. Peasley, Burlington, Iowa; C. Lynde, Rock Island, Ill.; J. N. Dewey, Des Moines, Iowa; Lyman Cook, Burlington, Iowa; John I. Blair, Blairstown, N. J.; E. S. Bailey, Clinton, Iowa; C. P. Squires, Burlington, Iowa; F. H. Griggs, Davenport; J. Carskadden, Muscatine.

Executive Committee—Messrs. Tracy, Dewey, Blythe, Peasley, and Bailey.

Annual election, fourth Tuesday in February.

Person to address concerning this report, J. C. Brocksmith.

CAPITAL STOCK, DEBT, ETC.

Common stock authorized.....	$10,000,000 00
Common stock issued to represent reorganization in 1875.....	5,500,000 00
M. & St. L. Ry. mortgage bonds, guaranteed by B., C. R. & N. Ry. Co., due June 1, 1927, 7 per cent.....	150,000 00
Total stock and bonds issued.....	$ 5,650,000 00

On June 22, 1876, the property of the Burlington, Cedar Rapids & Minnesota Railway Company was sold under a decree of foreclosure of mortgage, and bought in trust for the bondholders. A new company was incorporated the same day, under the present title, and the outstanding stock was issued to such bondholders, ratably, under the plan of reorganization adopted.

CHARACTERISTICS OF ROAD.

Length.

	Whole Road.	In Minn.
Burlington, Iowa, to Albert Lea, Minn.....	252.84	12.57
Linn, Iowa, to Postville, Iowa, Milwaukee division.....	94.13	.....
Vinton, Iowa, to Clarion, Iowa, Pacific division.....	103.18	.....
Muscatine, Iowa, to Riverside, Iowa, Muscatine division	30.55	.....
Elmira, Ia., to What Cheer, and Thornburg to Montezuma.....	83.00	.....
Whole number of miles.....	563.70	12.57
Additional sidings.....	48.00	1.62
Steel rail.....	287.72	.....
Iron rail	265.01	.....

Of the main line, Burlington to Albert Lea, 11.02 miles from Manley Junction, Iowa, to Northwood, Iowa, are owned by the Iowa Central.

There are, in Minnesota, 3 stations and 1 common point; 14 wooden trestles, 438 feet long; 4.26 miles of fence, costing $1,364, and one railroad crossing at grade, viz.: C., M. & St. P., at Albert Lea. The equipment is 40 locomotives of between 30 and 40, and between 20 and 30 tons weight, exclusive of tender; 13 passenger cars, 17 express and baggage cars; 895 box freight and stock cars; 314 flat and coal cars; 26 other cars; 198 hand cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

The mileage in Minnesota was: of passenger trains, 16,114, and freight and mixed, 28,621; total, 44,735 train miles. The speed of trains was 22 miles per hour for passenger, including stops (schedule rate), and highest 35 miles; for freight, schedule rate, 10 miles, and highest 15 per hour. The average rates for passengers and freight were 3.13 cents per mile for the former, and 3.26 cents per ton per mile for local freight.

Tonnage.

	In Minn.
Grain	12,582
Agricultural implements	539
Flour, meal and bran	69,750
Provisions	400
Animals	1,392
Lumber and wood	12,413
Other forest products	201
Ice	2,319
Iron, lead and mineral products	2,714
Stone, brick, lime, cement, sand, salt, etc	76
Merchandise and other articles	901
Manufactures—wood	90
Total	103,467

The number of passengers carried in Minnesota was 22,990; passenger mileage, or passengers carried 1 mile, 314,964; average distance traveled by each, 13.7. The amount of fuel consumed was 28 cords of wood and 1,263 tons of coal. Approximately the amount of freight hauled, per car, was 10 and 14 tons.

STATISTICS OF TRAFFIC.

Abstract of Commodities Shipped from Stations—Going Southward.

STATIONS.	Wheat. Tons.	Other Grain. Tons.	Flour. Tons.	Other Products. Tons.	Lumber. Tons.	Other Products of the Forest. Tons.	Mdse. and Miscellaneous freight. Tons.
Gordonsville	1,303	76	.....	50	.....	.....	5
Glenville	1,880	285	.....	150	.....	.....	89
Albert Lea	8,279	651	981	1,300	3,770	47	*1,767
Total in tons	11,462	1,012	981	1,500	3,770	47	1,861

*Mostly ice.

From Minneapolis, St. Paul, and common points north of Albert Lea.

	Tons.
Grain	1,439
Agricultural products except grain	17,017

Flour, meal, bran, etc	51,307
Provisions	400
Agricultural implements	542
Animals	80
Lumber	7,734
Other forest products	154
Iron, lead and mineral products	2,673
Stone, brick, salt, etc	35
Ice	958
Merchandise and sundries	495
Total	82,834

From the B. C. R. & N. and connecting roads, go east to Gordonsville, Glenville, Albert Lea, and all points on the M. & St. L. Ry.

	Tons.
Agricultural implements	1,836
Grain	4,785
Flour	1,090
Bran	14,884
Animals	2,026
Lumber	754
Iron, including rails	14,679
Coal	49,842
Hog products	359
Salt, lime, brick, etc	3,790
Cooperage	762
Merchandise and sundries	20,337
Total	115,144

Business by stations—Minneapolis & St. Louis Ry., 103,467 tons forwarded, 115,144 tons received.

EARNINGS AND EXPENSES.

Gross Earnings –	
Freight	$46,274 09
Passengers	8,389 58
Mails	994 60
Express	448 68
Total	$56,146 95
Operating Expenses—	
Total of all items (estimated for Minnesota)	$39,796 96

The gross earnings of the whole road were $2,068,168.23, and the operating expenses $1,465,933.43. The gross earnings in Minnesota were $3,183.00 per mile, and the operating expenses $3,166 per mile. Net earnings in Minnesota, $16,349.99, or $1.300.71 per mile of road.

REGULATIONS, MAILS, ETC.

All trains must come to a full stop 400 feet from railroad crossings at grade of other roads, and will not proceed until the conductors are satisfied that the tracks are clear. One long and two short sounds of whistle, and ringing of bell 80 rods before reaching public highway, continuing the ringing till highway is crossed. Use Miller's coupler, buffer and platform; Westinghouse air brake. Government paid last year $28,416.68 for carrying U. S. mails. As yet no contract; government pays what it pleases.

The American Express Company pays $40 per day for 25,000 pounds, and double first class rates for any excess; freight taken at depots. The United States Express pays $6 per day.

On June 22, 1876, the property of the Burlington, Cedar Rapids & Minnesota Railway was sold for $170,000, and bid in by a committee appointed by the bondholders.

The track from State line to Albert Lea, (completed Sept. 9, 1877), is owned by the Minneapolis & St. Louis Railway Company, and leased for 99 years. Principal and interest of M. & St. Louis bonds for that length guaranteed by B., C. R. & N. The Iowa City & Western Ry., in Iowa, is also operated under lease.

ACCIDENTS.

None occurring in Minnesota during year reported.

MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY.

OFFICERS.

W. D. Washburn, President	Minneapolis.
R. B. Langdon, Vice President	"
M. P. Hawkins, Secretary	"
A. H. Bode, Treasurer and General Traffic Manager	"
I. Atwater, Solicitor	"
C. H. Hudson, General Manager	"
E. Ryder, Superintendent	"
W. W. Rich, Chief Engineer	"
F. W. Partridge, Auditor	"

General offices at Minneapolis.

Directors—W. D. Washburn, J. K. Sidle, R. J. Baldwin, C. H. Pettit, W. W. McNair. W. D. Hale, H. T. Wells, M. P. Hawkins and A. H. Bode, all of Minneapolis.

Date of annual election, first Tuesday in October in each year.
Address concerning this report, F. W. Partridge, Minneapolis.

CAPITAL STOCK, DEBT, ETC.

Capital stock authorized, $20,000,000, $12,000,000 common, $8,000,000 preferred.

Common stock issued for purchase of preferred stock	$ 4,000,000
Common stock issued to represent purchased lines	2,000,000
Total common stock	6,000,000
Preferred stock	4,000,000

(7 per cent. per annum, payable semi-annually, issued to old stockholders of M. & St. L. Ry. for their old stock.)

The original stock of the present company was issued and is to be issued in exchange for the stock of the four consolidated companies. The M. & St. L., M. & Duluth, M. & I. So., and Ft. D. & Ft. Ridgely Co's, that form the present M. &. St. L. Co., and for the purchase of preferred stock as above.

See consolidation agreement in the Secretary of State's office.

BONDED DEBT.

First mortgage gold bonds due Jan 1, 1907, 7 per cent. interest on line from Minneapolis to Merriam Junction	$ 455,000
First mortgage bonds due Feb. 1, 1927, 7 per cent. interest, Merriam Junction to Albert Lea	950,000
First Mortgage bonds due June 1, 1909, 7 per cent., Albert Lea to Ft. Dodge	1,015,000
First mortgage bonds, southwestern extension	96,000
First mortgage bonds, Minneapolis to White Bear Lake	280,000
Lake Superior extension	123,000
Income mortgage	390,725
Total	$ 3,309,725
Amount of unsecured debt	1,341,546 14
Proportion of debt bonded and floating for Minnesota	3,122,971 14
Total stock and debt	6,137,546 14
Stock and debt per mile of road 266 miles	23,073 48

COST OF ROAD AND EQUIPMENT.

Cost of right of way, entire line	$65,744 33
Cost of entire line of road	5,898,630 36
Cost of present length	828,117 12
Average cost of road and equipment per mile, entire length, 266 miles.	25,535 68

CHARACTERISTICS.

	Entire Length.	In Minn.
Length of main line, Minneapolis to Harts Ford Junction	215.03	121.00
Branches and Leased Lines—		
Minneapolis to Duluth, leased	143.00	143.00
Minneapolis to White Bear	14 00	14.00
Harts Ford Junction to Harts Ford	2.60	.....
Wyoming to Taylors Falls	20.50	20.50
Total, main line and branches	266.00	165.50
Sidings and other tracks than above	20.00	15.00
Steel rail	10.00	.....
Iron rail	276.00	.....

The Minneapolis & St. Louis Ry. Co. has leased from the St. Paul & Duluth R. R. Co. the right to run trains from White Bear Lake to Duluth; a distance of 143 miles, and has made use of that right since May 17, 1880. The rental is $50,000 per year.

Stations—29 in Minnesota; common points, 6.

Bridges and Trestles—Of wood, one Howe truss, 160 feet in length, and 167 trestles, aggregate length, 16,221 feet.

Fences—25 miles of board and 140 wire.

R. R. Crossings at Grade—St. P., M. & M. at East Minneapolis, H. & D. at Chaska, C., St. P., M. & O. at Merriam, M. L. & L. M. at Hopkins, W. & St. P. at Waseca, and C., M. & St. P. at Albert Lea.

Equipment—28 locomotives, weighing between 30 and 40 tons, and 10 between 20 and 30 tons, exclusive of tender; 8 first and 2 second class passenger cars, 6 express and baggage cars, 771 box freight and stock cars, 465 flat and coal cars, 22 caboose and 44 hand cars.

DOINGS FOR THE YEAR IN TRANSPORTATION.

Mileage, run in Minnesota by passenger trains	167.505
Mileage, run in Minnesota by freight trains	750,193
Whole number of train miles	917,698

Speed of trains—Miles per hour—Passenger, highest allowed, 30, schedule rate, including stops, 25; freight, highest 17, schedule 15.

Tariffs, average rate per mile—2 71 cents for through, and 3.41 cents for local passengers; 1.48 cents for through, and 2.46 cents per ton for local freight.

Tonnage.

Grain	81,663
Other agricultural products	2,555
Flour and meal	99,120
Provisions	41,054
Manufactures	6,536
Animals	7,290
Lumber	146,081
Iron, lead and minerals	21,698
Stone, brick, lime, cement, sand, etc	16,908
Coal	51,946
Merchandise and other articles	53,920
Total number of tons	528,775

Passengers—Whole number carried, 145,474; passenger mileage, or number carried one mile, 5,078,320; average distance traveled by each, 34.90 miles.

Fuel consumed—19,582 cords of wood; 17,809 tons of coal.

Freight hauled per car, 10 tons; freight hauled per train, 180 tons.

STATISTICS OF TRAFFIC.

Abstract of Commodities Shipped from Stations—Northward.

STATIONS.	Wheat. Bushels.	Other Grain. Bushels.	Flour. Barrels.	Other farm products. Tons.	Lumber. Tons.	Other products of the forest. Tons.	Mdse. and miscellaneous. Tons.
East Minneapolis	.....	100	135	33. 200	199.1370	.....	455.1910
Minneapolis	.....	28,739	420,845	4,845.1455	215.1000	10. 810	4,108.1705
Hopkins	.....	.....	.....	.....	.....	.....	.1150
Eden Prairie	29,125	1,384	.....	.....	.....	.....	14. 500
Chaska	95,853	6,888	18	.....	130.	106.	268. 735
Carver	122,570	2,814	3,429	.....	.....	40.	4,081. 210
Merriam Junction	334	.....	150	.....	.....	10.	88.1740
Jordan	16,303	.....	36,550	.....	.1140	220.	718. 30
Helena	2,400	.....	103	.....	.....	2,098.	25.1720
New Prague	166,339	316	33	.....	10,	1,923. 350	371.1550
Montgomery	66,374	851	580	1. 210	11.	5,045. 290	793.1800
Kilkenny	14,022	.....	6	.....	24.	3,960. 640	57, 947
Waterville	85,985	550	.....	.....	221.1570	3,260. 470	171. 963
Waseca	110,508	18	146	. 500	26.1000	406.1450	734.1285
New Richland	44,014	18,015	6,601	189. 290	.....	.....	216. 535
Hartland	62,878	1,437	.....	.....	.....	.....	210.1970
Manchester	29,629	.....	.....	.....	.....	.....	40. 20
Albert Lea	63,721	190,179	.....	866.1320	80. 500	212. 400	2,040. 130
Twin Lakes	47,919	2	10	.....	.....	.....	110. 400
Nooman	53,037	246	.....	.....	. 800	.....	37. 480
Lake Mills	80,307	7,575	.....	.....	.....	.....	83. 810
Bensons Grove	16,654	1,835	.....	.....	.....	.....	5.1570
Forest City	66,861	14,004	.....	.....	.....	,1100	394.1340
Britt	6,930	.....	.....	.....	22.1000	.1000	676.1170
Corwith	7,773	.....	1	.....	.....	.....	116.1530
Vernon	3,110	1,886	.....	.....	.....	.....	10. 720
Livermore	38,940	64,740	18	.....	.....	.....	896.1950
Humboldt	49,014	137,096	56	.....	12. 700	.....	2,997. 50
Fort Dodge	.....	92,997	205	.1000	928.1520	48.	25,195. 245
Craigs Mine	.....	.....	.....	.....	.....	.....	1,021. 400
St. P. & Sioux City Ry	110,493	62,172	250	870.1350	283.1200	102. 340	2,639.1650
B., C. R. & N. Ry	213,381	74,465	8,709	13,273. 216	626. 750	771.1420	81,440. 872
C., M. & St. P. Ry	.....	.....	.....	.....	12.	.....	280.1872
D., M. & Ft. D Ry	.....	.....	240	65.	.....	.....	378.1175
Central Iowa Ry	7,248	30,505	.....	272.1120	.....	.....	687. 100
Illinois Central Ry	.....	.....	.....	.....	.....	.....	46. 610
Total of each class	1,611,695	738,814	478,085	20,417,1731	2,805. 550	18,125. 250	131,417. 844
Total of each class in tons	48,350 1700 lbs.	22,161 840 lbs.	47,808 1000 lbs.	20,417,1781	2,805. 550	18,125. 250	131,417. 844

Abstract of Commodities Shipped from Stations—Southward.

STATIONS.	Wheat. Bushels.	Other Grain. Bushels.	Flour. Barrels.	Other Farm Products. Tons.	Lumber. Tons.	Other Products of the Forest. Tons.	Mdse. and Miscellaneous. Tons.
Duluth	89,198	.....	100	.....	285. 180	304.	22,006.1752
White Bear	3,870	.....	250	.....	228.1050	12,902.1440	133. 160
East Minneapolis	.....	30	104	.....	7,982.1400	16.1100	139. 830
Minneapolis	2,806	4,447	446,825	14,896.1770	47,283. 125	333.1050	20,205. 193
Hopkins	.....	.....	.....	.....	5.	.....	10.1380
Eden Prairie	.....	.....	.....	.....	13. 400	.....	2. 860
Chaska	9,013	500	.....	.....	.....	170.	729.1200
Carver	5,852	583	200	.....	.....	10.	1,173.1300
Merriam Junction	3,870	581	.....	.....	12.	.....	114.1 55
Jordan	.....	2	2,302	.....	1,030. 370	.....	443.1740
New Prague	400	.....	.....	.1000	1. 750	24.	17.1390
Montgomery	3,820	.....	167	4.1040	.....	2,128. 70	440.1200
Kilkenny	1,615	.....	.....	.....	35.1000	3,365. 60	43. 390
Waterville	14,991	10	2	.....	109. 50	3,005. 235	1,575.1016
Waseca	57,562	.....	1,773	10.	142.1700	22.	2,421.1942
New Richland	6,348	560	22,479	3,467.	.....	12.	399.1510

Abstract of Commodities Shipped from Stations—Southward. (Continued.)

STATIONS.	Wheat. Bushels.	Other grain. Bushels.	Flour. Barrels.	Other farm products. Tons.	Lumber. Tons.	Other products of the forest. Tons.	Mdse. and miscellaneous. Tons.
Hartland	23,845	1,432			10.		64.1430
Manchester	21,250						. 540
Albert Lea	20,970		10		220.1800		749. 465
Twin Lakes	1,200	18	159				26. 910
Norman	6,560						1. 210
Lake Mills	14,279	1,069					171.1410
Bensons Grove	5,827	432					1. 840
Forest City	13,857	298	10				130. 40
Britt	1,165	5			2,129.1700	2,514.1350	972. 165
Corwith		45	42				5. 530
Vernon					.1000		12. 360
Livermore	426				23.1500		198.1140
Humboldt		106	10				261.1500
Fort Dodge					15.		21. 5:0
St. P. & Duluth Ry	192,151	416		20.	9,097.1910	10,156. 670	3,778.1420
St. P., M. & M. Ry.	21		2		90.1000		227.1847
St. P. & Sioux City Ry		17,007		24. 300	555. 240	58.1000	1,567. 745
B., C. R. & N. Ry							76.1784
C., M. & St. P. Ry							556.1339
Taylors Falls	1,378					50.	15.1068
Chisago City	1,142				28.	194. 200	.1170
Lindstrom	11,633					120.	1. 560
Centre City						390.	1. 310
Total of each class,	514,939	28,542	474,435	19,543. 480	68,242.1838	35,776.1375	58,700.1712
Total of each class in tons	15.448 340 lbs.	856 520 lbs.	47,443 1000 lbs.	19,543. 480	68,242.1838	35.776.1375	58,700.1712

Business and Receipts by Stations.

STATIONS.	FREIGHT.			PASSENGERS.	
	Tons Forwarded.	Tons Received.	Revenue.	No. From.	Revenue.
White Bear Lake	13,418.1700	590. 406	$ 724 62	11,629	$ 4,866 33
Minneapolis	178,439.1150	214,052.1510	320,316 94	46,894	52,018 06
East Minneapolis	8,633. 480	7,205. 998	4,521 93	412	236 22
Cedar Lake				19	10 77
Hopkins	19. 960	3,175. 153	1,926 61	3,139	1,014 60
Eden Prairie	886. 826	835. 920	830 72	2,830	1,510 30
Chaska	4,953.1635	3,131. 253	4,437 08	7,522	6,163 03
Carver	8,701. 620	1,569.1680	2,381 76	3,414	2,437 25
Merriam Junction	382.1195	2,854. 870	4,013 23	4,033	4,345 23
Jordan	9,840. 40	8,520. 532	7,753 93	3,724	2,660 90
Helena	2,116. 420	22.1410	88 85		
New Prague	7,365.1390	1,852. 215	3,943 63	2,671	2,131 35
Montgomery	10,639. 230	1,042.1740	2,825 18	2,833	6,402 52
Melfords		70.1665	202 37		
Kilkenny	7,981.1897	428. 265	1,153 92	1,862	1,354 90
Waterville	10,386. 903	792. 825	2,935 98	2,748	2,706 38
Waseca	9,002. 506	2,783. 778	6,612 17	8,028	8,645 15
New Richland	5,569.1995	3,552. 552	6,459 89	2,404	1,998 10
Hartland	2,967.1658	1,205. 160	2,403 49	1,821	1,444 35
Manchester	1,566.1386	79.1330	146 19	638	260 98
Albert Lea	12,046.1180	27,836. 135	37,054 57	14,002	27,969 91
Twin Lake	1,627. 390	180. 585	401 16	867	428 20
Norman	1,860.1237	352. 825	1,018 96	1,084	626 80
Lake Mills	3,274.1790	2,100.1935	5,871 37	2,519	1,799 95
Bensons Grove	730. 940	211.1170	611 21	417	276 35
Forest City	3,331. 801	3,745.1581	9,368 11	2,522	2,636 62
Britt	6,576.1625	2,498.1980	4,868 14	2,445	3,845 12
Corwith	360. 620	1,330. 400	3,346 22	449	475 80
Vernon	137. 590	934. 431	2,207 56	371	340 15
Livermore	3,981.1420	3,331.1312	7,697 30	2,585	1,981 00
Humboldt	8,215.1165	10,454.1075	22,591 82	5,191	4,498 62
Fort Dodge	28,146.1298	22,089.1885	42,274 13	6,200	9,788 52
Taylors Falls	106.1748	365.1910	638 20	32	29 41
Centre City	391. 330	61.1580	133 45	29	33 25
Lindstrom	517. 500	15.1730	34 56	10	9 40

Business and Receipts by Stations.—(Continued.)

STATIONS.	FREIGHT.			PASSENGERS.	
	Tons Forwarded.	Tons Received.	Revenue.	No. From.	Revenue.
Chisago City	256.1880	29.	$ 57 56	....	.....
Wyoming	.....	.....	.....	15	$ 9 50
Forest Lake	.....	.....	.....	15	5 55
Duluth	25,454.1803	55,615 1677	138,630 71	100	481 75
St. Paul & Duluth Ry	28,824.1337	5,810.1992	7,868 46	.....	.....
St. Paul & Sioux City Ry	10,921. 214	26,895 211	27,881 37	.....	.....
B., C. R. & N. Ry	104,905.1677	79,668. 427	82,654 28	.....	.....
C. of Iowa Ry	1,531.1990	8,804.1120	10,929 68	.....	.....
St. P., M. & M. Ry	318 647	8,331.1456	11,516 38	.....	.....
C., M. & St. P. Ry	849.1911	5,829. 381	14,354 86	.....	.....
Illinois Central Ry	46. 610	101.1930	253 89	.....	.....
Des. M. & Ft. D. Ry	467.1175	3,263. 570	6,652 15	.....	.....
C. & N. W. Ry	.....	12.1090	25 85	.....	.....
C., B. & Q. Ry	.....	4,924.1780	3,138 47	.....	.....
C. R. I. & P. Ry	.....	204. 290	220 01	.....	.....
Craigs Mine	1,021,1400	6,1000	41 60	.....	.....
Extra Baggage	.....	.....	.....	.....	790 41

EARNINGS AND EXPENSES.

Gross earnings —

Freight	$ 727,803 73
Passengers	131,335 70
Mails	8,902 81
Express	6,846 33
Total	$ 873,999 88

Operating expenses—

Maintenance of way	$ 268,250 86
Maintenance of buildings	25,054 91
Maintenance of rolling stock	120,556 54
Conducting transportation	347,881 30
General expenses including taxes	88,598 18
Total entire line	$ 850,341 79

Earnings of whole line, $987,132.39.
Rates of passenger to freight earnings, as 1 to 5.25.
Average gross earnings per mile (252.4 miles) of road, $3,910.98.
Average gross earnings per train mile, $1.07½.
The operating expenses were 86½ per cent. of gross earnings.
Average operating expenses per mile of road, $2,150.58.
Average operating expenses per train mile, $0.926.
Excess of earnings over operating expenses, $136,790.60.
Average of the same per mile of road, $541.96.
Average of the same per train mile, $0.149.

Payments for the year in addition to operating expenses—

Construction account	$ 2,122,428 54
Real estate bought	67,818 03
Interest on bonds	218,470 00
Additional equipment	812,482 62
Total	$ 3,221,269 19

Taxes included in operating expenses.

GENERAL BALANCE SHEET, JULY 1ST, 1880.

Assets—		
Construction account	$	5,898,630 36
Equipment account		828,117 12
Lands in Minneapolis		90,684 63
Cash		230,294 14
Due from agents and companies		42,753 62
Materials and supplies		12,767 12
Profit and loss		8,637 56
Total	$	7,111,884 55
Liabilities—		
Capital stock	$	2,000,000 00
Funded debt		3,309,725 00
Notes payable		1,341,546 14
Vouchers and accounts		460,613 41
Total	$	7,111,884 55

REGULATIONS, MAILS, ETC.

Before crossing highways, engineer must give two short and one long blast with whistle 200 yards distant, and bell must be rung until crossing is passed—Compliance with State Law found sufficient as to crossing other R. Rs.—Use Miller's platform and coupler between passenger cars, and the Westinghouse automatic air brake.

Carry one mail each way daily over entire line. Compensation not yet fixed.

The American Express Company runs on the road between Minneapolis and Fort Dodge; rates special and 1½ first class; takes freight at depots. The United States Express Company runs between Minneapolis and White Bear; rates special and 1½ first class.

The Minneapolis and St. Louis Railway Company was incorporated in 1853, as Minnesota Western. Road from Minneapolis to Merriam Junction, 27 miles, completed in December 1871, and from Merriam Junction to Albert Lea, 81 miles, November 3, 1877. Minneapolis to Fort Dodge, July 1880, 210 miles.

The branch (Minneapolis & Duluth Railroad) from Minneapolis to White Bear, was completed in August, 1871. The Minneapolis & Duluth Road is operated by the Minneapolis & St. Louis, under a 999 years' lease. Consideration—the Minneapolis & St. Louis pays the interest (7 per cent. per annum in gold) on the bonds, amounting to $280,000.00, of the Minneapolis & Duluth Company.

The road from Albert Lea to the Iowa State line, 13 miles, was completed in November, 1879, and the length from the State line to Fort Dodge, Iowa, 89 miles, on June 28, 1880.

For an annual consideration of $50,000, the M. & St. L. Co. temporarily runs its trains over the St. Paul & Duluth road from White Bear to Duluth, 143 miles.

It operates also the Fort Dodge & Fort Ridgely R. R., from Livermore to Fort Dodge, Iowa, 29 miles, under permanent lease, in consideration of constructing the road. Has temporary contract with St. P. & S. C., St. P. M. & M., and a 3 years' contract with St. P. & D. R R. Also temporary contract with the Iowa Central, and a permanent contract with the B., C. R. & N. Ry.

ACCIDENTS TO PERSONS.

Knute Jugebretson, near Norman, Aug. 25, 1880, killed by freight train. Engineer discovered him on short curve too late to stop.

C. Sheridan, Minneapolis, Sept. 22, 1880, leg and shoulder broken by being caught between switch train and pile of lumber.

Chas. Ridge, Minneapolis, Oct. 22, 1880, had two fingers of right hand jammed between cars while switching in minneapolis yard.

Wm. Murphy, brakeman, near Waterville, had foot crushed in getting off train, Oct. 22, 1881.

F. W. Morgan, Hopkins, Minn., Oct. 22, 1881, attempting to board train while in motion; 5 cars passed over arm.

B. Gulick, brakeman, caught between two cars, Nov. 15, and badly squeezed.

Jos. Prusse, brakeman, two ribs broken while coupling cars in Minneapolis yard, Nov. 16, 1880.

Conductor Carey, thrown from top of car by car jumping track, and slightly bruised, Nov. 23.

Wm. Foster, brakeman, Minneapolis yard, Jan. 29, 1881, fatally injured by being caught by switch train and dragged 5 or 6 car lengths; lived about two hours.

Henry Morse, engineer, on March 12, 1881, near Albert Lea, engine tipped over while making run for snow bank.

Moses Rice, traveling man from Milwaukee, April 25, 1881, at Merriam Junction, attempting to board train while in motion; fatally injured.

Recapitulation—One employe killed and three injured from causes beyond their control; two injured by their own misconduct or want of caution. Two persons killed and one injured by their own misconduct, walking on track or attempting to board trains in motion.

ACCIDENTS TO TRAINS—1880.

July 20, freight near Pine City, 6 cars more or less damaged, jumped track, broken rail.

July 22, freight near Burnett Lake, 3 cars and caboose ditched, broken rail, damage light.

August 15, freight, near Mantorra, engine and one car off track, train broken in two and forward part backed into rear before it wast stopped; no damage.

November 15, freight, near Cedar Lake, 5 cars off track on account of broken rail; no damage.

November 27, freight, near Hartland, broke in two and collided, 3 cars slightly damaged.

December 14, freight, near Hopkins, 8 cars off track, 7 head cattle killed, broken rail.

December 20, freight, near Hopkins, 1 car off track, slight damage, broken rail.

December 11, freight, near Pine City, 6 cars and caboose off track, no damage, rail spread.

December 4, freight, near Waseca, standing at water tank, was run into by an extra freight, slight injury and no delay.

December 23, freight, near Center City, 1 car jumped track and drew 2 cars of grain off, with partial loss of grain and damage to trucks.

December 30, near Eden Prairie, 10 cars ditched, cars damaged, and 5 more or less broken and contents damaged; cause, broken rail.

February 24, 1881, passenger train, rear collision with freight, slight damage to train, no person injured.

ST. PAUL & DULUTH RAILROAD COMPANY.

OFFICERS.

James Smith Jr., President.....St. Paul.
W. H. Rhawn, Vice-President.....Philadelphia.
P. S. Harris, Secretary and Treasurer.....St. Paul.
Jas. Smith, Jr., Solicitor.....St. Paul.
E. Q. Sewall, General Superintendent.....St. Paul.
A. M. Eddy, General Freight and Ticket Agent.....St. Paul.
F. S. Ilsley, Auditor.....St. Paul.
J. G. Callahan, Land Commissioner.....St. Paul.
General offices, St. Paul.

Directors—

H. H. Porter, Chicago; W. H. Rhawn, Philadelphia; S. S. Merrill, Milwaukee; W. C. Van Horne, Milwaukee; Jas. Smith, Jr, St. Paul; J. J. Hill, St. Paul; R. B. Langdon, Minneapolis; R. B. Angus, St. Paul; E. W. Winter, St Paul.

Annual election, third Monday in June. Person to address concerning this report, F. S. Ilsley.

CAPITAL STOCK, DEBTS, ETC.

Common stock, all issued in exchange for bonds and other securities of the Lake Superior & Mississippi Railroad Company under plan of reorganization	$ 4,055,407 51
Preferred stock, 7 per cent. if earned	4,705,606 91
Total stock	$ 8,761,013 42

No bonded or floating debt.

CHARACTERISTICS OF ROAD.

Length—

	Miles.
St. Paul to Duluth	156
N. P. Junction to Knife Falls	6
White Bear to Stillwater	13
Total	175
Steel rail	53
Additional sidings	28¾

Stations—30.

Bridges and trestles—97 wooden bridges, aggregate length 26,070 feet; 5 stone bridges, 85 feet; 5 combination iron bridges, 762 feet; 1 iron bridge, 40 feet; 14 wooden trestles, 4,250 feet.

Fences—92 miles of board or pole.

Equipment—24 locomotives of between 20 and 30 tons weight, exclusive of tender; 8 first class passenger cars, 2 sleeping cars, 7 express and baggage cars, 404 box, freight and stock cars, 152 flat and coal cars, 24 other cars, and 76 hand cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage—

Of passenger trains	117,732
Of freight and mixed	268,157
Whole number of train miles	385,889
Empty freight car mileage	1,295,938

The highest speed of express trains is 30 miles per hour, schedule rate 19 miles, of accommodation trains, 12 to 18, and of freight trains, highest 20, schedule, including stops, 10.

Tonnage—

Grain	48,989
Other agricultural products	5,057
Flour and meal	16,051
Provisions	931
Manufactures	16,178
Animals	3,023
Lumber	66,864
Other forest products	105,659
Iron, lead, etc	4,419
Stone, brick, lime, cement, sand, etc	7,409
Coal	28,520
Merchandise and other articles	25,029
Total number of tons	328,129

The number of passengers carried was 124,228; number carried 1 mile, or passenger mileage, 3,948,129; average distance traveled by each passenger, 31.78 miles.
The fuel consumed was 34,642 cords of wood.

STATISTICS OF TRAFFIC.

Abstract of Commodities Shipped from Stations—Going Northward.

STATIONS.	Wheat. Bushels.	Other Grain. Bushels.	Flour. Bbls.	Other products. Tons.	Lumber. 1000 feet.	Other products of the Forest. Tons.	Mds. and miscellaneous freight. Tons.
St. Paul	251,902	82,098	43,106	2,132	471	45	14,604
Stillwater	26,988	2,900	48,193	300	684	173	4,460
White Bear Lake	4,667	.....	11	173	123	215	739
Forest Lake	596	.....	.....	22	.....	.....	32
Wyoming	16	109	6	144	43	53	105
Centre City	.....	.....	.....	9	.....	80	10
Taylors Falls	.....	123	32	12	.....	.....	15
North Branch	14,087	430	187	1,423	3	21	184
Harris	3,814	9	9	1,160	14	285	94
Rush City	7,182	253	165	297	140	181	221
Rock Creek	24	.....	5	24	145	120	6
Pine City	177	533	42	308	51	190	166
Mission Creek	.....	.....	.....	.....	430	3	.....
Hinckley	.....	.....	1	3	44	.....	50
Kettle River	.....	.....	.....	3	70	407	44
Moose Lake	.....	101	65	.....	78	1,139	1,861
Mahtowa	.....	91	32	73	.....	3,668	6,493
N. P. Junction	.....	.....	53	56	320	1,161	260
Knife Falls	.....	.....	.....	5	122	.....	5
Thompson	.....	.....	15	2	112	14	36
Fond du Lac	.....	.....	.....	3	.....	.....	83
M & St. L. Ry	4,447	41,627	2,718	439	79	14	4,187
St. P. M. & M. Ry	245,963	.....	.....	.....	.....	.....	.....
C. St. P. M. & O. Ry	2,397	698,946	.....	.....	.....	.....	.....
C. M. & St. P. Ry	.....	.....	.....	.....	15	.....	12
Total of each class	562,200	827,220	94,640	6,588	2,943	7,769	33,667
Total of each class in tons	16,866	21,942	9,464	6,588	4,860	7,769	33,667

Total tons North, 101,163.

Abstract of Commodities Shipped from Stations—Going Southward.

STATIONS.	Wheat. Bushels.	Other Grain. Bushels.	Flour. Barrels.	Other Products. Tons.	Lumber. M. Feet.	Other Products of the Forest. Tons	Merchandise and Miscellaneous. Tons.
Stillwater	251,630	.....	511	76	16,356	2,202	2,865
White Bear Lake	5,330	.....	108	8	7	2,580	850
Forest Lake	4,065	37	.....	1	.....	6,208	46
Wyoming	12,909	369	5	76	6	2,593	80
Centre City	6,673	.....	.....	20	35	6,682	112
Taylors Falls	12,23	... .	47	119	26	990	85
North Branch	14,480	86	83	90	6	2,730	136
Harris	13,409	37	64	293	507	4,659	50
Rush City	12,891	1,062	98	52	1,438	17,749	513
Rock Creek	.....	.....	.....	2	674	8,947	50
Pine City	1	16	20	54	2,351	113,93	286
Mission Creek	.....	.....	.....	10	6,046	1,943	48
Hinckley	.....	78	54	86	3,556	4,947	186
Kettle River	.....	.....	.....	145	151	7,232	117
Moose Lake	.....	73	1	50	549	8,914	67
Mahtowa	.....	458	57	76	28	3,407	67
N. P. Junction	.....	4,160	47	95	761	2,406	201
Knife Falls	.....	.....	70	40	1,060	123	59
Thomson	.....	156	13	23	1,120	793	108
Fond du Lac	.....	.....	.....	43	2,457	1,038	188
Duluth	.....	2,436	1,042	174	836	354	49,037
Total of each class	333,708	8,963	2,220	1,533	37,970	97,890	55,143
Total of each class in tons	10,011	163	222	1,533	62,004	97,890	55,143

Total tons south, 226,966.

Business and Receipts.—Freight.

STATIONS.	FREIGHT. Tons forwarded.	Tons received.	Revenue.
St. Paul	31,331	161,811	$ 158,091 36
Stillwater	50,859	16,089	42,524 84
White Bear Lake	5,852	17,468	26,524 29
Forrest Lake	6,248	800	734 37
Wyoming	3,491	1,168	1,754 93
Centre City	7,178	3,897	2,324 27
Taylors Falls	1,643	1,342	3,099 48
North Branch	5,594	1,842	4,125 66
Harris	7,986	1,487	3,291 06
Rush City	20,056	3,430	5,997 72
Rock Creek	10,588	368	339 34
Pine City	16,483	3,236	5,921 18
Mission Creek	13,224	427	1,107 31
Hinckley	11,506	2,447	2,264 19
Kettle River	8,332	2,107	1,060 85
Moose Lake	12,743	1,902	2,445 79
Wahtowa	13,706	2,635	2,901 19
N. P. Junction	6,192	5,297	6,889 07
Knife Falls	2,303	4,130	7,427 30
Thompson	3,203	986	2,801 57
Fond du Lac	3,813	1,830	801 63
Duluth	51,459	64,891	103,461 71
M. & St. L. Ry	6,178	28,481	
C., St. P., M. & O Ry	20,742	14	35,373 99
St. P., M. & M. Ry	7,380	14	
C., M. & St. P. Ry	39	.....	
Total of above	328,129	328,129	$ 421,975 50

Business and Receipts—Passengers.

STATIONS.	PASSENGERS.		
	From.	To.	Revenue.
Duluth	7,825	7,256	$ 18,060 93
*Oneota	149	268	
*Spirit Lake	64	147	
Fond du Lac	964	835	600,15
*Greely	36	103	
Thompson	1,099	1,312	1,002 56
N. P. Junction	2,810	3,317	4,704 08
Mahtowa	1,379	1,333	1,527 49
*Barnum	293	399	
Moose Lake	1,077	967	1,250 95
*Sturgeon Lake	533	560	
Kettle River	956	802	1,241 80
*Miller	107	151	
Hinckley	1,735	1,846	2,535 40
Mission Creek	913	1,184	643 55
Pine City	5,750	5,537	6,255 48
Rock Creek	1,766	2,174	340 33
Rush City	4,840	5,328	3,897 12
Harris	1,831	1,933	1,593 38
North Branch	2,720	2,771	2,291 07
*Stacy	230	258	
Wyoming	2,915	2,886	1,744 70
Forrest Lake	1,593	1,422	777 40
*Rice Creek	45	79	
*Centerville	532	684	
White Bear	32,258	30,387	2,607 67
St. Paul	31,024	30,162	42,545 59
*Wilson	118	87	
*Summit	147	226	
Stillwater	12,658	14,103	15,250 82
Chisago City	422	463	
*Lindstrom	417	380	
Centre City	1,716	1,638	1,091 12
*Franconia	122	112	
Taylors Falls	2,701	2,426	1,633 26
Knife Falls	483	702	455 57
Foreign Roads			9,955 64
Conductor collections, including sleeping car			17,475 24
Total			$ 139,481 30

EARNINGS AND EXPENSES.

Gross Earnings

Freight	$421,975 50
Passenger	139,481 30
Mails	7,382 09
Express	6,233 76
Rents, etc	53,556 33
Miscellaneous	397 70
Total	$629,026 68

Operating Expenses.

Maintenance of way	$188,311 98
Maintenance of buildings	11,022 74
Maintenance of locomotives	35,181 41
Maintenance of passenger, mail and express cars	7,632 08
Maintenance of freight cars	42,105 35
Maintenance of shops, tools, machinery, wipers, etc	14,678 63
Motive power and care	55,060 94
Train employes	46,935 88
Agents and station labor	63,102 86
Other expenses conducting transportation	37.259 54
Officers salaries, legal and clerical expenses	24,984 69
Other general expenses	10,554 92
Total	$536,839 72

Ratio of passenger to freight earnings as 1 to 3.02.

Average gross earnings per mile of road	$3,294 43
Average gross earnings per train mile	1 63

Operating expenses were 85 per cent. of gross earnings.

Operating expenses per mile of road	$3,067 60
Operating expenses per train mile	1 39

Net earnings, $92,195.96; net earnings per mile of road, $528.83, and per train mile, 24 cents.

Payments in addition to operating expenses: Construction account for the year, $59,764.94; additional equipment, $25,548.93; taxes, $17,264.10; Stillwater & St. Paul R. R Co., $20,000; total, $122,577.97.

REGULATIONS, MAILS, ETC.

Eighty rods before crossing a highway the whistle is sounded and the bell rung until crossed. At city crossings a flagman is stationed. Use Miller's platform and coupler; Westinghouse air brakes. During the past year the Government has paid us on the average $615.17 per month for carrying mails. The United States Express Company runs on this road, taking and delivering goods at the cars, and paying 1½ first class rates.

HISTORY, ETC.

Date of original charter, May 23, 1857. Road completed from St. Paul to Duluth, 156 miles, August 1, 1870. The property, (road, franchise and lands) of the Lake Superior & Mississippi Railroad Company was sold upon foreclosure in the United States Circuit Court, May 1, 1877, and bought for the benefit of the bond and stock holders. New company organized June 27, 1877. Commenced to operate the branch from White Bear to Stillwater ("Stillwater & St. Paul Railroad"), 13 miles, December 28, 1870. The lease of this branch is for 999 years from January 1, 1871, and the annual rental $20,(00. The 24 miles from N. P. Junction to Duluth are operated jointly with the N. P., and half interest owned in the same.

LANDS.

Number of acres received of Congressional grant	847,585.47
Number of acres received of swamp land grant	593,704.26
Total	1,441,289.73

Yet to inure,144,414.53 acres of Congressional grant, and 100,695.74 of swamp lands.

Number of acres sold and contracted, year ending Dec. 31, 1880	4,545.77
Receipts from lands, year euding Dec 31, 1880	$13,856 85
Number of acres sold and contracted in all years ending Dec. 31, '80	183,016 05
Receipts from lands in all years to Dec. 31, 1880	$1,545,948 41
Total expenses of land department	$523,601 29
Net receipts of land department	$1,022,348 12

ACCIDENTS TO PERSONS—1880.

Louis Yetta, misstep, Posts Siding, July 6, foot crushed.

Wm. Green, foot slipped when coupling, Moose Lake, July, 28, bruised.

Wm. Clony, injured in gravel pit, Aug. 17, *not by train.*

Ed. Kemp, coupling, N. P. Junction, Sept. 11, thumb caught and bruised.

Chas. Stinson, coupling, Stillwater, Sept 30, fingers slightly pinched.

Wm. Malby, fell from moving train, 8 mile post, Oct. 1, killed.

Aug. Carlson, repairing car on steep grade, near 7th street, St. Paul, Oct. 13, some boys let off brake on car some distance up the grade, which ran down rapidly, and, striking the car on which Carlson was at work, forced it over him, breaking both legs and injuring him so that he died same night.

Owen Devitt, coupling, N. P. Junction, Nov. 3, finger mashed.

Jos. Hammer, stone mason, at work in 4th street, St. Paul, tunnel, Nov. 1, leg broken by stone carelessly handled, *not* train accident.

Geo Richardson, coupling, Dec. 13, hand caught.

A. R. Allen, coupling, White Bear, Dec. 20, finger mashed.

ACCIDENTS TO PERSONS—1881.

Wm. Crawford, getting on engine, Duluth, Jan. 1, run over and died.
Chas. Rutherford, Harris, Jan. 12th, getting on car in motion, run over.
M. C. Joyce, Rush City, Jan. 3, coupling, hand crushed.
Wm. Gallagher, coupling, Duluth yard, Feb. 6, thumb and finger crushed.
D. H. Barnes, coupling, Hinckley, thumb and finger crushed.
Jerry Donovan, coupling, N. P. Junction, Feb. 8, leg injured.
Patrick Brennan, drunk and lying on track, Miller, Feb 20, run over and died.
Jas. Hamilton, coupling, Stillwater, Feb. 28, finger pinched.
Jno. Stinson, coupling. Stillwater, March 10, body bruised slightly.
Jno. Alexander, coupling, White Bear, March 21, fingers pinched.
Jno. Welsh, coupling, Post Side Track, March 16, three fingers badly crushed.
Geo. Young, train off track, near Harris, March 18, bruised slightly.
P. E. Nelson, bank sliding, gravel pit, St. Paul, March 28, injured back, *not train accident*.
Jno. Joplin, careless switching, St. Paul, May 4, leg broken by car under which he was repairing, falling on him.
Matt. Delmore, coupling, Duluth, May 18, leg injured.
Samuel Boone, climbing upon moving car, Duluth, May 24, hip injured.
John Murphy, fell from car, Hinckley, June 4, knee injured.
Owen Donahue, fell from car, Browns Hill, June 7, arm and shoulder injured.
Thos. Graham, caught between train and wood pile, St. Paul yard, June 9, bruised.
Henry Mullen, coupling, Willow River, June 21' thumb and 3 fingers mashed.
A. W. Johnson, jumped on moving train, Forest Lake, June 23, ankle broken.
Paul Johnsen, fell from hand car, near Hinckley, June 28, ankle broken.

RECAPITULATION.

Passengers, none killed or injured.
Employes, 1 killed from causes beyond his control; 4 killed by their own misconduct or want of caution; 2 injured by causes beyond their control; 23 injured by their own misconduct or want of caution.
Total, 5 killed, 25 injured.

TRAIN ACCIDENTS.

In 1880—

July 26, freight, rear collision, drawbars out of two cars, and headlight frame of engine broken.
July 27, freight, careless shifting, bumper of engine broken.
Aug. 6, freight, rail turned, four cars off track, one truck broken.
Aug. 10, freight, ran into culvert being repaired, one car truck broken.
Aug. 26, freight, broken rail, six cars ditched, each one more or less damaged.
Aug. 26, freight, defective brake, prevented brakeman from stopping rear part of train cut in two, one car had drawbars, etc., broken.
Sept. 2, freight, improper loading, telegraph poles fell from car, breaking oil box of one car and end of another.
Sept. 5, freight, careless switching, two cars, frames broken.
Sept. 24, freight, broken rail, one car through trestle, trucks broken.
Sept. 27, freight, rear collision, cylinder head and steam chest of engine broken.
Oct. 11, freight, train broken in two, one car had frame broken, and one car drawbar broken.
Oct. 13, freight, broken axle, hole broken in bottom of car and axle broken.
Oct. 16, freight, washout of track, engine and six cars wrecked, and ten other cars afterwards undermined and fell into lake.
Nov. 13, passenger, misplaced switch, one car ditched.
Nov. 28, freight, rear collision, pilot and head light of engine broken, caboose and four cars ditched.
Nov. 28, freight, careless switching, one car side sills broken, and drawbar out.
Dec. 10, freight, broken rail, two cars ditched.
Dec. 11, freight, improper loading, door and roof of caboose broken.
Dec. 16, freight, train broken in two, one car end and truck damaged.
Dec. 19, freight, head collision, pilot and breakbeam of snow plow broken.
Dec. 22, freight, broken rail, two cars ditched.
Dec. 24, freight, broken truck, one car ditched.
Dec. 27, freight, broken rail, truck frames broken under two cars.

Dec. 30, freight, track spreading, two boxes and two truck binders on engine broken.
Dec. 31, freight, broken rail, engine and eight cars ditched.
In 1881—
Jan. 7, passenger, broken rail, oil boxes broken on two cars.
Jan. 9, freight, broken rail, three trucks damaged.
Jan. 11, passenger, broken wheel under passenger car, no other damage.
Jan. 13, collision of two engines, pilot and truck of one damaged, other slightly damaged.
Jan. 13, freight, broken side rod on engine, pin and drive wheel broken.
Jan. 22, freight, defective switch, four cars ditched and trucks broken.
Jan. 24, freight, broken rail, three cars off track and slightly damaged.
Jan. 25, freight, broken wheel on car, no other damage.
Jan. 27, freight, bad joint in track, two cars ditched and trucks damaged.
Jan. 28, flying switch, one car and engine slightly damaged.
Feb. 3, freight, fire, one car charcoal burned.
Feb. 9, freight, broken switch rod, one truck of snow plow broken.
Feb. 11, M. & D., broken truck, no other damages.
Feb. 11, freight, broken truck, no other damages.
Feb. 11, freight, axle broken, no other damages.
Feb. 16, passenger, broken wheel, no other damages.
Feb. 18, freight, broken rail, one truck broken.
Feb. 19, freight, broken rail, 7 cars and caboose ditched.
Feb. 23, freight, break beam down, caught in switch rail, broke.
Feb. 23, freight, broken tire and wheel of engine.
Feb. 25, freight, broken tire, air pump broken.
Feb. 28, freight, broken rail, two cars off track and slightly damaged.
March 5, freight, broken rail, three cars ditched, trucks and drawbars broken.
March 5, mixed, defective truck, truck broken.
March 9, freight, rear collision, pilot of engine and drawbar of one car broken.
March 11, freight, broken rail, two cars off and boxes broken.
March 14, freight, rail turned, one car ditched.
March 25, freight, draw bar pulled out and fell on track, one pair trucks injured.
March 19, freight, flying switch, one car broken in two.
April 18, freight, wood pile fell on track, engine and five cars ditched, one man injured.
April 26, freight, false switch target, pilot of engine and breakbeam of car broken.
May 5, freight, run into hand car, car demolished, no other damage.
June 8, freight, fire, end and roof of one car, and a little of contents burned.
June 21, freight, fire, one car hay burned, car burned above floor.

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY CO.

OFFICERS.

Geo. Stephen, President.....Montreal
R. B. Angus, 1st Vice President.....St. Paul
E. Sawyer, Secretary and Treasurer.....St. Paul
R. B. Galusha, Solicitor.....St. Paul
Jas. J. Hill, General Manager.....St. Paul
E. B. Wakeman, General Superintendent.....St. Paul
C. C. Smith, Chief Engineer.....St. Paul
W. S. Alexander, General Ticket and Freight Agent.....St. Paul
S. S. Breed, Auditor.....St. Paul
C. E. Furness, Land Commissioner.....St. Paul

Directors—Geo. Stephen and Donald A. Smith, of Montreal, Canada; O. H. Northcote, of New York; and N. W. Kittson, J. J. Hill, R. B. Angus and R. B. Galusha, of St. Paul. Executive Committee, Messrs. Kittson, Angus and Hill. Annual Election, August 15.

CAPITAL, STOCK, DEBT, ETC.

Common stock issued	$15,000,000 00
First mortgage bonds, 8 per cent., due Sept. 1, 1881, on road from St. Paul to St. Anthony	120,000 00
First mortgage bonds, 7 per cent., due July 1, 1892, on road from St. Paul to Watab	366,000 00
First mortgage bonds on the whole road, 7 per cent., due July 1, 1909.	7,221,700 00
Second mortgage bonds on the whole road, 6 per cent., due Oct. 1, 1909.	8,000,000 00
First mortgage bonds, 6 per cent	2,400,000 00
	$18,107,700 00
Total of debt and stock	$33,107,700 00
Average per mile of road	38,186 50

Total cost of construction and equipment (867 miles) of road, $34,825,533 63, or $40,167 85 per mile.

CHARACTERISTICS OF ROAD.

Length—	Miles.
Main line St. Paul to St. Vincent	393
Main line East Minneapolis to Moorhead	259
Double track on main line	3
Crookston to Grand Forks	26
Morris to Browns Valley	47
Wayzata to west end of Lake Minnetonka	6
Moorhead to Grand Forks, Dakota	76½
Breckinridge to Durbin, Dakota	48
Grand Forks Junction to Ojata, Dakota	11½
Total length main line and branches	867
In Minnesota	731

Steel rail, 324 miles; iron rail, 543.

Stations, etc.—105 stations and 5 common points. The R. R. crossings at grade are M. & St. L. at E. Minneapolis, and N. P, at Glyndon and Moorhead. The equipment consists of 85 locomotives between 30 and 40, and 4 of 20 to 30 tons weight, exclusive of tender; 30 first class and 16 second class passenger cars, 28 express and baggage cars, 1553 box, freight and stock cars, 969 flat and coal cars, 7 sleepers and 95 other cars.

DOINGS OF THE YEAR IN TRANSPORTATION.

Mileage of passenger trains, whole line	638,705
Mileage of freight and mixed trains	1,092,945
Total mileage	1,731,650

Empty freight car mileage, 6,889,601. The speed of trains was 25 to 35 miles per hour for passenger and 12 to 18 for freight.

Tariff—Average passenger rate 3.23 cents per mile.

Passenger Mileage—

No. of passengers carried, 540,102. Total passenger mileage, or number carried one mile, 25,384,814. Average distance traveled by each passenger 47 miles.

Fuel Consumed—

Cords of wood, 75,236. Tons of coal, 25,315.

ABSTRACT OF COMMODITIES FORWARDED WEST.

For year ending June 30, 1881.

STATIONS.	Wheat. Bushels.	Other Grain. Bushels.	Flour. Barrels.	Lumber. M. Feet.	Mdse. and Miscellaneous. Tons.
St. Paul	267,073	143,726	3,656	9,784	96,131
Rice Street	132,915	955	.....	72	1,349
Minn Transfer	.....	1,356	.....	13	2,720
Minneapolis Junction	6,586	.....	.....	.....	.....
East Minneapolis	330	.....	.....	17,778	2,466
Minneapolis	56,087	39,915	2,913	15,179	35,526
Anoka	.....	.....	734	12,632	572
Itaska	.....	.....	.....	.....	14
Elk River	.....	2	185	112	227
Big Lake	121	.....	.....	.....	23
Becker	.....	.....	.....	.....	1
Clear Lake	523	.....	2	.....	176
Sauk Rapids	.....	.....	123	.....	94
St. Cloud	.....	146	45	31	699
St. Joseph	8	3,041	9,029	7	80
Avon	.....	.....	.....	6	16
Albany	.....	.....	10	7	34
Freeport	14	.....	.....	.....	7
Melrose	.....	3,196	1,270	.....	148
Sauk Centre	.....	797	4,450	1	545
West Union	.....	.....	.....	.....	1
Osakis	.....	1,310	.....	.....	112
Alexandria	.....	745	3,071	8	604
Brandon	.....	2,295	.....	.....	260
Evansville	12	702	714	2	768
Ashby	.....	.....	329	.....	107
Dalton	.....	140	12	.....	83
Parkdale	.....	.....	100	.....	.....
Fergus Falls	.....	.....	3,402	159	738
Carlisle	360	2,000	6,369	.....	36
Rothsay	.....	1,607	3	5	110
Barnesville	374	230	2,915	.....	114
Glyndon	.....	4,945	692	2,024	20,780
Averill	.....	.....	.....	.....	1
Ada	.....	1,256	14	.....	52
Rolette	1,705	.....	.....	.....	34
Beltrami	.....	.....	.....	.....	19
Kittson	38	31	.....	.....	2
Crookston	12,437	3,033	542	72	1,293
Euclid	105	155	.....	.....	7
Angus	477	200	.....	.....	2
Warran	2,083	175	111	8	58
Stephen	.....	.....	.....	.....	3
Hallock	49	284	8	6	10
Northcote	23	.....	.....	.....	.....
St. Albans	.....	.....	35	29	13
Wayzata	142	.....	440	.....	180
Long Lake	.....	.....	149	6	128
Maple Plain	.....	.....	1	.....	219
Armstrong	.....	.....	.....	.....	70
Delano	89	12	7	1	1,212
Montrose	.....	.....	2	— 12	1,497
Waverly	216	12	6	23	1,495
Howard Lake	492	12	3	8	896
Smith Lake	.....	.....	3	24	920
Cokato	.....	.....	.....	.....	53
Dassell	.....	1,253	12	36	103
Darwin	692	.....	.....	.....	431
Litchfield	739	24,681	912	.....	997
Grove City	1,200	19,251	20	.....	52
Atwater	2	13,753	1	.....	208
Kandiyohi	.....	4,172	5	.....	30
Willmar	356	15,369	1,386	.....	461
St. Johns	.....	725	.....	.....	.....
Kirkhoven	1,795	2,450	.....	.....	56
Murdock	.....	8,777	.....	6	28
De Graff	4	828	18	.....	49
Benson	8	4,047	1	.....	511
Clontarf	27	.....	.....	.....	19
Hancock	.....	10,247	3	.....	104
Morris	544	13,159	1,637	220	449
Donnelly	150	10	.....	.....	22

ABSTRACT OF COMMODITIES FORWARDED WEST.—(Continued.)

STATIONS.	Wheat. Bushels.	Other grain. Bushels.	Flour. Barrels.	Lumber. M. Feet.	Mdse, and miscellaneous. Tons.
Herman	1,435	2,042	.....	.....	59
Campbell	.....	579	.....	6	57
Breckenridge	1,017	2,192	70	30	185
Graceville	.....	23	4	.....	60
Wahpaton	.....	126	68	.....	15
Dwight	31	.....	3	.....	2
Colfax	.....	317	.....	.....	39
Moorhead	.....	.....	235	6	24
Fargo	.....	1,045	363	50	135
Hillsboro	334	1,615	5	6	39
Buxton	638	.....	.....	.....	5
Reynolds	.....	625	.....	.....	.....
Norton	88	.....	.....	.....	.....
Fisher's Landing	17	64	2,652	12	39
Grand Forks	493	4,068	358	432	545
Totals	491,824	343,695	49,098	58,814	177,420
Total tons	14,755	6,987	4,910	102,926	177,420

Total tons west, 306,998.

ABSTRACT OF COMMODITIES FORWARDED EAST.

Year ending June 30, 1881.

STATIONS.	Wheat Bushels.	Other Grain. Tons.	Flour. Barrels.	Lumber. M. Feet.	Mdse. and Miscellaneous. Tons.
Rice Street	113,165	495	.....	11	1,333
Minneapolis Transfer	.....	350	.....	.....	49
Minneapolis Junction	346	.....	.....	.....	10
East Minneapolis	.....	.....	.....	877	692
Minneapolis	25,961	7,728	183,491	189	43,596
Anoka	965	3,810	75 979	5,519	6,606
Itaska	.....	.....	10,527	39	1,352
Elk River	6,0?6	.....	18,974	194	429
Big Lake	53,697	.....	50	.....	204
Becker	5,857	.....	.....	.....	127
Clear Lake	77,625	.....	415	46	592
Sauk Rapids	13,210	.....	5,118	.....	248
St. Cloud	103,031	118	9,297	32	651
St. Joseph	208,836	7,326	6,958	.....	198
Collegeville	.....	.....	.....	.....	3
Avon	7,232	.....	.....	200	592
Albany	92,051	420	5	.....	73
Freeport	57,098	520	.....	.....	26
Melrose	121,965	5,279	12,619	6	305
Sauk Centre	56,184	6,333	38,899	.....	1,024
West Union	27,504	.....	.....	.....	9
Osakis	87,151	309	.....	.....	61
Alexandria	247,919	1,620	.....	6	436
Brandon	96,017	.....	.....	.....	66
Evansville	114,075	.....	4	.....	163
Ashby	75,818	.....	2	.....	19
Dalton	122,932	.....	.....	12	25
Fergus Falls	132,994	65	5,803	.....	293
Carlisle	22,533	300	100	.....	13
Rothsay	182,910	.....	.....	17	28
Barnesville	83,502	100	68	1	180
Elmwood	5,969	.....	.....	.....	.....
Glyndon	8,862	1,518	74	102	234
Borup	319	.....	.....	.....	.....
Ada	244,302	55	1	.....	49

ABSTRACT OF COMMODITIES FORWARDED EAST.—(Continued.)

STATIONS.	Wheat. Bushels.	Other Grain. Tons.	Flour. Barrels.	Lumber. M. Feet.	Mdse. and Miscellaneous. Tons.
Rolette	48,699	5			605
Beltrami	3,514				
Kittson	7,671				
Crookston	237,260	2,241	188	43	1,618
Shirley	20,451				
Euclid	36,105				36
Angus	35,056				16
Warren	38,642	590		23	38
Argyle	4,209				64
Stephen	3,399				21
Siding No. 1					10
Kennedy	400				
Hallock	1,108	343	3	7	81
Northcote	400				
St Vincent	122,814	470	245	8	970
Mauston	2,511				
St. Albans	1,872		66,980		665
Wayzata		349		11	9,011
Long Lake	3,857		52,954	6	1,103
Maple Plain	179			48	89
Armstrong	667			17	80
Delano	49,464	3,070	22	127	924
Montrose	89,441	1,293		29	307
Waverly	48,610		9	130	544
Howard Lake	122,121	3,870	301	32	627
Smith Lake	22,437	1,255		64	120
Cokato	148,009	20		28	83
Dassell	143,135	602	50	70	259
Darwin	58,274				77
Litchfield	312,948	7,830	21,308		610
Grove City	285,116	21,473	523		164
Atwater	280,256	6,692	3		211
Kandiyohi	104,522	1,910			22
Willmar	356,532	11,622	234	8	885
St. Johns	24,249	20			14
Kerkhoven	174,273	585			39
Murdock	75,261	1,137			79
De Graff	42,094	500	73		18
Benson	223,874	1,590	103	2	367
Clontarf	36,149	178			327
Hancock	152,295	3,479	2		61
Morris	260,694	10,299	128		358
Donnelly	39,273	400			158
Herman	141,899	19			172
Tintah	3,457				
Campbell	46,128	173	4	14	121
Breckenridge	181,776	2,955			484
Chakio	1,100				
Johnson					1
Graceville	40,838				72
Browns Valley	21,007	426	1		60
Hilo	31				
Wahpeton	8,176				17
Dwight	8,722				3
Colfax	1,154		2		1
Walcott	1,563	20			
Kindred	4,579				
Williams					1
Durbin	3,818	686			1
Beardsley	398				
Moorhead	74,177	85		6	184
Fargo	21,989	41	18	27	178
Hillsboro	74,766	5	2	5	24
Buxton	10,603				3
Norton	426		12		
Fishers Landing	212,500	190	684	23	157
Grand Forks	541,633	1,188	632	64	439
Ojata	2,523	20			12
Totals	7,785,178	122,997	513,683	8,052	58,340
Total tons	233,555	2,467	51,368	14,092	58,340

Total tons east, 359,842.

RECAPITULATION OF FREIGHT FORWARDED WEST.

Year ending June 30, 1881.

COMMODITIES.	WEST.			
	Bushels, Barrels, Tons, etc.	Quantity.	Pounds.	Tons.
Farm products:				
Wheat	Bushels	491,824	29,509,440	14,755
Rye	"	8	448	.....
Oats	"	266,255	8,520,160	4,260
Corn	"	66,941	3,748,696	1,874
Barley	"	10,491	503,568	252
Flour	Barrels	49,098	9,819,600	4,910
Millstuff	Pounds	.....	14,433,490	7,217
Hay	Tons	42	84,000	42
Potatoes	Bushels	21,081	1,264,860	632
Other farm products	Pounds	.....	1,129,620	565
Total farm products	.....	.....	69,013,882	34,507
Animal products:				
Pork and beef	Barrels	12,167	3,893,440	1,947
Dressed Hogs	Pounds	.....	432,210	216
Lard	"	.....	323,190	162
Wool	"	.....	11,940	6
Tallow	"	.....	16,060	8
Hides	"	.....	96,650	48
Butter	"	.....	545,615	273
Total animal products	.....	.....	5,319,125	2,660
Mineral products:				
Pig iron and scrap	Gross tons	453	1,014,720	507
R. R. iron and steel, new	"	8,598	19,259,520	9,630
Total mineral products	.....	.....	20,274,240	10,137
Forest products:				
Lumber	Feet	48,814,807	205,851,824	102,926
Lath	M	2,375	1,187,500	594
Shingles	M	13,634	4,771,900	2,386
Fence posts	Tons	70	140,000	70
Wood	Cords	4,788	13,680,000	6,840
Barrel stock	Tons	4,681	9,362,000	4,681
Other forest products	Pounds	2,427	4,853,410	2,427
Total forest products	.....	.....	239,846,634	119,923
Salt, lime, coal, etc:				
Salt	Barrels	25,203	7,560,900	3,780
Lime, cement, etc	"	32,289	8,072,250	4,036
Brick	M	1,178	4,712,000	2,356
Stone	Tons	1,685	3,370,000	1,685
Coal	"	7,201	14,402,000	7,201
Total salt, lime, coal, etc	.....	.....	38,117,150	19,059
Miscellaneous:				
Beer	Kegs	19,131	1,721,790	861
Machinery	Pounds	.....	7,997,878	3,999
Agricultural implements	"	.....	18,144,364	9,072
New cars	Tons	1,034	2,068,000	1,034
Emigrant movables	"	15,612	31,224,000	15,612
Merchandise and miscellaneous	Pounds	.....	159,888,907	79,944
Total miscellaneous	.....	.....	221,044,939	110,522
Live stock:				
Cattle	Number	9,111	9,111,000	4,556
Horses	"	7,104	10,656,000	5,328
Hogs	"	1,638	409,500	205
Sheep	"	1,692	203,040	101
Total live stock	.....	.....	20,379,540	10,190
Total west	.....	.....	613,995,510	306,998

RECAPITULATION OF FREIGHT FORWARDED EAST.

Year ending June 30, 1881.

COMMODITIES.	EAST.			
	Bushels, Barrels, Tons, &c.	Quantity.	Pounds.	Tons.
Farm Products—				
Wheat	Bushels	7,785,178	467,110,680	233,555
Rye	"	5,728	320,768	160
Oats	"	67,468	2,158,976	1,079
Corn	"	7,947	445,032	223
Barley	"	41,854	2,009,992	1,004
Flour	Barrels	513,683	102,736,600	51,368
Millstuff	Pounds		23,510,500	11,755
Hay	Tons	246	492,000	246
Potatoes	Bushels	8,009	480,540	240
Other farm products	Pounds		2,688,550	1,344
Total farm products			601,952,638	300,976
Animal Products—				
Pork and beef	Barrels	56	17,920	9
Dressed hogs	Pounds		192,880	96
Lard	"		6,010	3
Wool	"		158,610	79
Tallow	"		140,660	70
Hides	"		1,530,150	765
Butter	"		606,856	303
Total animal products			2,653,086	1,327
Mimeral Products—				
Pig iron and scrap	Gross tons	520	1,164,800	582
Railroad iron and steel, new	"	426	954,200	477
Total mineral products			2,119,040	1,059
Forest Products—				
Lumber	Feet	8,052,741	28,184,593	14,092
Lath	M.	1,908	954,000	477
Shingles	M	836	292,600	146
Fence posts	Tons			
Wood	Cords	12,407	35,620,000	17,810
Barrel stock	Tons	1,294	2,588,000	1,294
Other forest products	Pounds		1,817,060	909
Total forest products			69,456,253	34,728
Salt, Leme, Coal, &c—				
Salt	Barrels	76	22,800	11
Lime, cement, &c	"	2,130	532,500	266
Brick	M	1,080	4,320,000	2,160
Stone	Tons	629	1,258,000	629
Coal	"	2,696	5,392,000	2,696
Total salt, lime, coal, &c			11,525,300	5,763
Miscellaneous—				
Beer	Kegs	4,049	364,410	182
Machinery	Pounds		918,820	459
Agricultural implements	Pounds		1,199,404	600
New cars	Tons			
Emigrant movables	Tons	440	880,000	440
Merchandise and miscellaneous	Pounds		21,898,489	10,949
Total miscellaneous			25,261,123	12,630
Live Stock—				
Cattle	Number	5,268	5,268,000	2,634
Horses	"	805	1,207,500	604
Hogs	"	34	8,500	4
Sheep	"	1,612	193,440	97
Total live stock			6,677,440	3,339
Total east			719,644,830	359,822

Earnings, Stations, St. P., M. & M. Ry., year ending June 30th, 1881.

STATIONS.	Tons of Freight	Freight.	Passengers.
St Paul	124,425	$ 879,558 34	$ 174,156 19
Rice Street	10,250	23,268 41	4 60
College Place	.....	.....	463 90
Minneso'a Transfer	2,839	23,214 29	.....
Minneapolis Junction	208	37 17	637 73
East Minneapolis	35,809	145,980 60	9,134 50
Minneapolis	117,085	381,440 13	105,193 13
Anoka	46,740	117,655 41	9,786 40
Itaska	2,487	2,597 68	1,476 15
Elk River	3,289	5,961 79	4,905 29
Big Lake	1,849	3,875 22	3,210 75
Becker	303	588 80	446 15
Clear Lake	3,235	8,563 91	2,597 45
Sauk Rapids	1,263	3.830 02	1,502 42
St. Cloud	5,491	16,944 48	13,656 88
St. Joe	8,342	26,166 73	2,100 22
Collegeville	3	18 59	600 00
Avon	1,280	2,342 54	926 86
Albany	2,829	9,375 47	1,169 96
Freeport	1,758	5,737 20	566 22
Melrose	5,659	18,257 57	2,813 07
Sauk Centre	7,721	32,497 07	9,426 86
West Union	835	5:8 78	137 95
Osakis	2,815	9,673 40	3,128 25
Alexandria	8,857	38,522 ⁵8	9,667 11
Brandon	3,248	12,425 05	1,801 04
Evansville	4,430	14,669 75	2,365 50
Ashby	2,434	7,742 13	1,469 40
Dalton	3,821	14,453 70	1,506 40
Fergus Falls	6,280	22,542 03	14,774 53
Carlisle	1,422	5,246 26	810 90
Rothsay	5,689	22,571 29	1,902 89
Barnsville	3,115	13,775 23	3,679 01
Moorhead	2,663	12,535 16	5,931 25
Fargo	1,150	3,580 57	15,126 22
Glyndon	25,201	17,372 53	12,146 01
Ada	7,473	30,428 76	5,319 21
Rolette	2,150	8,376 59	.....
Crookston	11,129	46,922 63	25,181 61
Fisher's Landing	6,980	29,410 76	2,269 30
Grand Forks	18,897	88,720 98	24,816 96
Buxton	350	1,654 49	385 90
Hillsboro	2,371	10,467 06	893 85
Ojata	88	171 24	421 05
Euclid	1,747	4,800 32	1,183 10
Angus	1,087	5,500 39	513 70
Warren	1,399	8,832 82	2,295 25
Hallock	500	962 35	1,164 75
St. Yincent	4 714	21,175 44	167,805 27
St. Albans	.....	.....	2:8 25
Wayzata	15,024	12,039 97	2,514 70
Long Lake	6,677	6,927 52	1,641 20
Maple Plain	297	440 38	1,233 85
Delano	4,119	5,112 23	4,094 66
Montrose	4,590	5,810 08	1,332 10
Waverly	3,773	8,962 92	2,213 31
Howard Lake	5,409	8,947 62	3,483 65
Smith Lake	1,898	2,018 26	670 55
Cokato	4,626	11,750 75	3,009 81
Dassell	4,893	11,892 02	3,436 09
Darwin	2,276	4,344 09	840 57
Litchfield	13,774	33,808 16	9,450 15
Grove City	9,558	26,526 58	2,6 6 78
Atwater	9,171	27,430 47	3,265 63
Kandiyohi	3,298	11,390 75	1,203 67
Willmar	12,690	46,968 86	9,777 17
Kirkhoven	5,184	19,960 76	2,102 22
Murdoch	2,537	9,300 59	2,284 74
DeGraff	1,362	5,4:4 16	1,177 10
Benson	7,711	32,612 30	7,938 50
Clontarf	1,436	5,258 09	1,046 50
Hancock	4,976	19,826 80	3,647 25
Morris	9,584	40,409 99	12,268 47
Graceville	1,419	5,075 52	1,550 26
Brown's Valley	713	2,653 07	901 35
Donnelly	1,374	5,638 59	1,156 12
Herman	4,564	20,943 47	4,771 76

Earnings, Stations, St. P., M. & M. Ry., year ending June 30th, 1881.—(Continued.)

STATIONS.	Tons of Freight.	Freight.	Passengers.
Campbell	1,719	$ 6,617 40	$ 2,151 02
Breckenridge	6,328	27,617 39	7,811 78
Wahpeton	297	1,056 10	422 80
Dwight	267	469 79	105 55
Colfax	266	391 03	111 15
Durbin	201	595 70	101 85
Business from foreign Railroads	.....	107,458 22	67,712 80
Total	666,820	$2,691,772 54	$ 819,929 50

EARNINGS AND EXPENSES.

Gross earnings—

Freight	$ 2,691,772 54
Passengers	819,929 50
Mails	56,209 92
Express	44,218 54
Rents	40,721 41
Total	$ 3,652,851 91
Revenue from Northern Pacific Railroad for line St. Paul to Sauk Rapids	47,999 96
Total earnings and revenue for year, entire line	$ 3,700,851 87
Total passenger earnings in Minnesota	807,439 41
Total freight earnings in Minnesota	2,651,003 85
Total miscellaneous earnings in Minnesota	140,982 56
Total earnings in Minnesota	$ 3,599,425 82

Operating expenses—

Maintenance of way	$ 502,073 21
Maintenance of buildings	12,237 63
Maintenance of locomotives	129,324 44
Maintenance of passenger, baggage, mail and express cars	79,849 78
Maintenance of freight cars	101,556 74
Motive power and care	370,576 68
Train employes	93,942 59
Agents and station labor	149,181 38
Other transportation expenses	185,958 45
Officers' salaries and clerical expenses	75,393 07
Other general expenses	46,002 65
Total	$ 1,746,095 62

The earnings in Minnesota were 98.53 per cent. of the earnings of the entire line.
Ratio of passenger to freight earnings as 1 to 3.29.

Average gross earnings per mile (702 miles) of track operated, exclusive of sidings	$ 5,271 87
Average gross earnings per train mile	2 14
Average net earnings per mile (702 miles) of track operated, exclusive of sidings	2,784 56
Average net earnings per train mile	1 13
Average operating expenses per mile	2,487 31
Average operating expenses per train mile	1 01
Excess of earnings over operating expenses	$ 1,954,756 25

PAYMENTS IN ADDITION TO OPERATING EXPENSES.

Construction account for the year	$	3,730,207 38
Additional equipment		891,024 37
Additional real estate bought		207,795 60
Taxes		109,588 11
Interest on bonds	$	1,109,950 99
Legal expenses		7,351 40
Total in addition to operating expenses	$	6,055,917 85

REGULATIONS, MAILS, ETC.

Trains come to a full stop and see that track is clear, before crossing other railroads. Whistle 80 rods from highways, and ring bell until highway crossings are passed. Use Miller's coupler and platform, and the Westinghouse automatic air brake. Receive $58,904.51 per annum for carrying U. S. mails from January 1, 1881. The American Express Company pays fare for messengers and 1½ first class freight rates. The express company delivers and takes freight from the cars.

LANDS.

Received of grant	acres,	2,296,802
Yet to inure	"	1,551,198
Obtained from old organization by purchase of road	"	1,477,569
Of which under contract and partly paid for	"	61,511
Sold and contracted, year ending June 30, 1881	"	97,863
Sold and contracted, all years to June 30, 1881	"	837,600
Receipts from lands, year ending June 30, 1881	$	217,514 04
Receipts from lands, all years to June 30, 1881		5,002,473 04
Average price during the year per acre		4 70
Average price at which now offered		5 50

The above statement of lands does not include the statistics of the land department First Division St. Paul & Pacific, and other companies to which the St. P. M. & M. succeeded; for which see former reports.

ACCIDENTS TO PERSONS.

In 1880—

July 9, Lawrence Sweeny, laborer, Grand Forks, attempting to get on cars while in motion, killed.

July 27, Horace Hutchins, a boy, Anoka, attempting to get on cars in motion, leg cut off.

July 30, Peter Breeman, flagman, St. Paul, struck by locomotive, killed.

Aug. 7, Jno. Sullivan, brakeman, Crookston, attempting to get on cars in motion, leg cut off.

Aug. 24, A. R. Dehand, brakeman, Euclid, uncoupling cars in motion, killed.

Aug. 31, William Caldwell, brakeman, Anoka, uncoupling cars in motion, killed.

Sept. 15, S. Arenson, laborer, Melrose, fell between cars in motion, killed.

Sept. 17, Michael Koukel, laborer, Rothsay, run over by train, killed.

Sept. 22, Michael Haubery, St. Paul, struck by engine, killed.

Oct. 9, Bernet Knudson, Benson, struck by freight train, killed.

Oct. 9, ——— Anderson, passenger, Morris, fell between train in motion, killed.

Oct. 20, John Brown, brakeman, Minneapolis, fell from car, arm cut off.

Oct. 8, Oscar Selum, brakeman, getting on train in motion, leg broken.

Oct. 31, Geo. Wheeler, boy on work train, fell from train in motion, killed.

Oct. 31, August Nelson, laborer, work train, leg crushed.

Nov. 3, A. McDougall, brakeman, Willmar, fell from train, leg cut off.

In 1881—

Jan. 24, Jesse Mankin, brakeman, Minneapolis, fell from train, leg cut off.

March 2, John Roskos, laborer, Alexandria, struck by train, killed.

April 7, C. Dearing, passenger, Anoka, jumping from train in motion, leg crushed.

March 31, Oliver Lichty, passenger, near Rothsay, collision of trains, killed.

March 31, Wm. Wessinger, passenger, near Rothsay, collision of trains, killed.

March 31, Henry Koppel, passenger, near Rothsay, collision of trains, leg broken.
March 31, Martin Welker, passenger, near Rothsay, collision of trains, leg broken.
March 31, David Young, passenger, near Rothsay, collision of trains, slightly injured.
March 31, Angus McClellan, passenger, near Rothsay, collision of trains, slightly injured.
March 11, Fred Heathcote, brakeman, East Minneapolis, fell from train in motion, killed.
May 13, Geo. Lowe, brakeman, Minneapolis, run over by engine, killed.
May 24, Nicholas Webb, St. Paul yard, run over by engine, killed.
May 27, Wm. Scorey, St. Paul, run over by engine, killed,
June 22, James Curran, laborer, Morris, run over by train, killed.
June 28, Geo. Hoffman, brakeman, stock yards, St. Paul, fell from train in motion, killed.
Feb. 2, ten passengers injured near Elk River, broken wheel under baggage car.

Recapitulation—Two passengers killed and 14 injured by causes beyond their control; 1 killed and 1 injured by want of caution or misconduct; 12 employes killed, and 6 injured, by want of caution; 4 others killed and 1 injured by their own misconduct.

ST. PAUL, MINNNAPOLIS & MANITOBA RAILWAY COMPANY,
CHIEF ENGINEER'S OFFICE, St. Paul Dec. 9, 1881.

Hon. W. R. Marshall, Railroad Commissioner, State of Minnesota—

DEAR SIR:—Hearwith I have the pleasure of transmitting information relative to construction of new lines of this company's railway during the year 1881:

Grading:

	Miles.
From Durbin northwest to Hope (southeast corner 31, 145, 56, Dakota Ter.)	45.4
From Fleming north to Goose river (near Mayville, Dakota)	37.5
From Carlisle to Pelican Rapids, Minn	16.7
From Grand Forks north to boundary line, Dakota	80.0
From Ojata west to Larimore, Dakota	16.8
From Larimore north, Dakota	24.0
From Wahpeton west, Dakota	39.5
From Morris east, Minn	20.0
From Minneapolis to Clear Water, Minn	50.0
From Minnetonka North Shore, Minn	6.0
From Short Line, St. Paul and Minneapolis, single track, Minn	14.0
Total	349.9

Track Laid to December 31, 1881.

	Miles.
From Durbin northwest to Fleming, Dakota	15.6
From Fleming to Goose river, Dakota	37.5
From Carlisle to Elizabeth, Minn	3.5
From Grand Forks north to Minto, Dakota	30.0
From Ojata west to Larimore, Dakota	16.8
From Minneapolis to Clear Water, Minn	50.0
From between Fargo and Grand Forks, Dakota	22.0
*Short Line, St. Paul and Minneapolis (single track)	15.0
Minnetonka North Shore Line, Minn	6.0
Total	196.4

Yours Truly,
CHAS. C. SMITH,
Chief Engineer.

*The new short line, St. Paul to Minneapolis, does not increase the length of railroad operated; it replaces, on a more direct line, with double track, the old single track.

OTHER CORPORATIONS.

ST. PAUL & CHICAGO RAILWAY COMPANY.

(River Division from St. Paul to La Crescent.)

James McKinlay, President .....68 William street, New York.
Russel Sage, Vice President.....New York.
Farmers' Loan and Trust Company, Treasurer..... .New York.
L. Boardman, Assistant Secretary ....78 Rroadway, New York.
George E. Skinner, Land Commissioner .....St. Paul, Minnesota.

Directors—Russel Sage, James M. McKinlay, W. S. Gurnee, E. H. Perkins, Jr., Julius Wadsworth, H. S. Taylor and J. J. Slocum, all of New York; Alex. Mitchell, of Milwaukee, and Selah Chamberlain of Cleveland.

There were issued $6.000,000 of common stock and $3,000,000 of bonds.

MINNESOTA CENTRAL RAILWAY COMPANY.

(Iowa & Minnesota Division from Minneapolis to Austin, etc.)

Selah Chamberlain, President.....Cleveland, Ohio.
Russell Sage, Vice President and Treasurer.....New York.
James McKinlay, Secretary.....New York.
George E. Skinner, Land Commissioner.....St. Paul, Minn.

Directors—Selah Chamberlain, Russell Sage, F. P. James, W. S. Gurnee, Alexander Mitchell, N. A. Cowdrey, E. B. Wesley and D. C. Shephard.

Stock issued, $900,000.00.

HASTINGS & DAKOTA RAILWAY COMPANY.

(H. & D. Division from Hastings to Ortonville.)

Selah Chamberlain, President.....Cleveland, Ohio.
Russell Sage, Vice President and Treasurer.....78 Broadway, New York.
James M. McKinlay, Secretary and Transfer Agt.....68 William street, New York.
Geo. E. Skinner, Land Commissioner.....St. Paul, Minn.

Annual meeting in June.

Directors—Selah Chamberlain, N. A. Cowdrey, W. S. Gurnee, Alexander Mitchell, L. P. Morton, E. H. Perkins, Jr., Russell Sage, H. S. Taylor, Julius Wadsworth.

Common stock issued, $98,263.44; preferred stock, $1,500,000.00; total, $1,598,-263.44. No bonded indebtedness.

LAND STATEMENTS.

SOUTHERN MINNESOTA RAILWAY COMPANY AND THE SOUTHERN MINNESOTA RAILWAY EXTENSION COMPANY.

(The line of railway to which these lands originally belonged, are now a part of the Chicago, Milwaukee & St. Paul Railway. The lands remaining in the original companies to which they were granted.)

For the year ending June 30th, 1881.

SOUTHERN MINNESOTA RAILWAY COMPANY.

(*Congressional Grant.*)

The total number of acres received by this company from the congressional land grant is 337,970.61.
The amount yet to inure under the grants is not known.
The average price at which the lands have been offered was about $6.00.
The average price at which the lands have been sold was $6.95.
The number of acres sold during the year was 658.92.
The number of acres contracted to be sold during the year was 4,129.74.
The amount received from sales during the year was $9,284.93.
The amount received from outstanding contracts during the year was $13,554.23.
The gross amount received from sales and contracts and forfeited contracts, to June 30th, 1881, was $22,839.16.

(*State or Swamp Land Grant.*)

The number of acres the company has already received is 35,242.29.
These lands are nearly all sold, but I am unable to give any detailed information respecting them.
Note.—The data upon which the foregoing statements have been made, was furnished me by M. Conant, Esq., who, on June 20th, 1881, and until within the past few days, was land commissioner, in charge of said lands.

SOUTHERN MINNESOTA RAILWAY EXTENSION COMPANY.

(*Congressional Grant.*)

The total number of acres received by this company from the congressional land grant, up to June 30th, was 170,073.12.
The number of acres yet to inure to it under said grant is about 8,000 or 10,000.
The average price at which the lands are offered for sale is about $6.00.
The average price at which the lands were contracted $5.88.
No lands were sold during the year.
The number of acres contracted to be sold was 1,870.11.
The amount received on account of said contracts was $2,387.02.
No moneys were received on account of outstanding contracts, the sale of the lands not having been begun until the middle of June, 1880.
The gross amount received from sales of said lands up to June 30th, 1881, was $2,491.02.
The company has never received any grant of swamp or other lands from the State.

MINNESOTA CENTRAL, HASTINGS AND DAKOTA, AND ST. PAUL AND CHICAGO R. R. COS.

Land Statement.

	Minnesota Central.	Hastings & Dakota.	St. Paul & Chicago.
Acres received of grant	173,000	313,051	459,775
Acres to inure	none	50,000	1,665
Acres sold and contracted, year ending June 30, '81	2,491	46,087	23,827
Acres sold and contracted, all years to June 30, '81	154,242	57,970	53,247
Acres sold and contracted July 1 to Dec. 1, 1881	1,484	3,500	37,826
Receipts from lands year ending June 30, 1881	$53,647	$78,803	$47,923
Receipts from lands all years to June 30, 1881	885,342	105,850	125,490
Receipts from lands July 1 to Dec. 1, 1881	21,018	31,020	52,896

STILLWATER AND ST. PAUL RAILROAD CO.—OFFICERS AND LAND STATEMENT.

(The road of this company is leased and operated by the St. Paul & Duluth R.R. Co., which see.)

Officers.

David Bronson, President.....Stillwater.
H. R. Murdock, Secretary.....Stillwater.
E. Q. Sewall, Treasurer.....St. Paul.

Directors—John McKusick, David Bronson and H. H. Murdock, all of Stillwater; H. H. Porter, Chicago; James Smith, Jr., and J. Q. Adams, St. Paul.

The amount of bonded debt is $371,000.

Lands.

Whole number acres received	65,113.00
None to inure.	
Sold and contracted to be sold, year ending June 30, 1881	748.29
Sold and contracted to be sold, 5 months ending Nov. 30, 1881	.....
Sold and contracted to be sold, all years to June 30, 1881	13,616.30
Received from lands, year ending June 30, 1881	$2,758 86
Received from lands, 5 months ending Nov. 30, 1881	800 00
Received from lands, all years to June 30, 1881	49,362 06

LAND STATEMENT—ST. PAUL & SIOUX CITY RAILROAD.

Received in all of grant.....acres.	854,268.00
Sold and contracted to be sold in the year ending June 30, 1881..acres.	16,776 60
Receipts from all sources from lands in the year ending June 30, 1881.	$ 138,185.05
Sold and contracted to be sold in all years to June 30, 1881.....acres.	329,525.60
Receipts from all sources from lands in all years to June 30, 1881....	$ 1,916,563.05
Sold and contracted to be sold in the 5 months from July 1, to Dec. 1, 1881.....acres.	4,530.93
Receipts from all sources from lands during the same 5 months.....	$ 36,071.49
Average price per acre during the year.....	6.50
Average price per acre at which now offered.....	6.50

LAND STATEMENT OF SIOUX CITY & ST. PAUL RAILROAD COMPANY.

Received in all of grant.,.....acres.	231,145.00
Sold and contracted to be sold in the year ending June 30, 1881...acres.	12,936.87
Receipts from all sources from lands in the year ending June 30, 1881...	$ 86,902.82
Sold and contracted to be sold in all years to June 30, 1881.....acres.	115,881.87
Receipts from all sources from lands in all years to June 30, 1881.....	$ 778,648.82
Sold and contracted to be sold in the 5 months from July 1 to December 1, 1881.....acres.	1,322.12
Receipts from all sources from lands during the same 5 months.....	$ 10,207.75
Average price per acre during the year.....	$ 6.50
Average price per acre at which now offered.....	$ 6.50

ST. PAUL, STILLWATER AND TAYLORS FALLS RAILROAD LANDS.

Received in all of original grant..... acres	44,246.47
Sold and contracted to be sold, year ending June 30, 1881..... "	920.00
*Receipts from all sources from lands in year ending June 30, 1881.....	$6,400 00
Sold and contracted to be sold in all years ending June 30, 1881....acres	9,537.80
*Receipts from all sources from lands in all years to June 30, 1881.....	$49,935 06
Sold and contracted to be sold in 5 months from July 1, to Dec. 1, 1881.	440.00
*Receipts from all sources from lands during same 5 months.....	$2,640 00
Average price per acre during year.....	6 00
Average price per acre at which now offered.....	6 00

*Nominal consideration, received in cash. Time contracts and bonds at par valuation.

THE ST. PAUL, MINNEAPOLIS & CHICAGO RAILROAD COMPANY.

Articles filed—December 19, 1881.

Object of Corporation—To build, maintain, improve and operate a railway for public use, in the conveyance of persons and property from a point in the city of Minneapolis, thence running eastwardly and southerly to a point upon the eastern boundary line of said State, in the county of Houston, in said State.

Capital—$4,000,000.

Place of Business—Minneapolis.

Corporators—M. J. Briggs, Aldro Jenks, C. J. Thomas, Adam Eulberg and Thomas Kennedy.

THE WESTERN R. R. COMPANY, OF MINNESOTA.

(Supplementary report concerning officers, capital stock, etc.)

OFFICERS.

Geo. L. Becker, President.....St. Paul.
L. E. Reed, Vice President.....St. Paul.
R. M. Newport, Secretary, Treasurer and Land Commissioner.....St. Paul.

Directors—Geo. L. Becker, Alex. Ramsey, L. E. Reed, F. R. Delano and R. M. Newport, of St. Paul; Frederick Billings, Woodstock, Vt.; C. B. Wright, Philadelphia; G. W. Cass, N. Y.; Johnston Livingston, N. Y.

Executive Committee—Messrs, Wright, Cass and Billings.

Annual election of directors, first Wednesday in June.

Person to address concerning this report, R. M. Newport.

CAPITAL STOCK, DEBT, ETC.

Common stock issued, all to present holders, at par	$ 800,800 00
Seven per cent. first mortgage bonds, due May 1, 1907	500,000 00
Seven per cent. land grant mortgage bonds, due May 1, 1907	76,000 00
Total stock and debt	$1,376,800 00
Amount per mile of road	$ 22,933 00

COST OF ROAD.

Right of way (from report of 1878)	$ 9,386 43
Construction (including discount on bonds)	676,111 03
Total	$ 685,497 46
Average cost per mile of road	11,330 54

LANDS.

Acres received of Congressional grant	290,830.00
Acres yet to inure, estimated	99,570.00
Acres disposed of in 12 months ending June 30, 1881	5,173.30
Receipts from sales in year ending June 30, 1881	$ 3,045 91
Receipts from contracts in year ending June 30, 1881	5,802 41
Receipts from forfeitures, stumpage, interest, etc., in year ending June 30, 1881	18,719 56
Total receipts, year ending June 30, 1881	$ 27,567 88
Average price per acre of lands disposed of year ending June 30, 1881	$3 62
Average price at which lands are now held	1 25 to 8 00

HISTORY.

The Western Railroad Company of Minnesota was, on January 29, 1874, incorporated under the provisions of Title 1, Ch. 34, of the General Statutes, and amendments thereto, of January 29, 1874. The work of construction was begun about May 25, 1877, and the road completed Nov. 1, 1877.

From date of completion to May 1, 1878, the road was operated by the Western Railroad Company. On May 1, 1878, the road was leased to the Northern Pacific R. R. Co., for a term of 99 years, at a yearly rental of 35 per cent. of gross earnings for each year of the first 5 years, and 40 per cent thereafter.

Characteristics of road and business of the year, are included in the statements concerning the Northern Pacific Railroad.

MINNEAPOLIS & ST. LOUIS RAILWAY—NEW CONSTRUCTION,
ENGINEERING DEPARTMENT, Minneapolis, Dec. 6, 1881.

Hon. W. R. Marshall, Railroad Commissioner—

DEAR SIR:—In reply to your favor of yesterday I have the honor to submit the following statement of new lines constructed during the year ending the 31st inst:

In Minnesota—Pacific Extension.

	Miles.	Total Miles
Hopkins Station (on main line) to Minnetonka Mills	.....	2.97
Minnetonka Mills to Hotel St. Louis	4.13	7.10
Hotel St. Louis to Excelsior	2.86	9.96
Excelsior to Waconia	12.71	22.67
Waconia to Young America	7 68	30.35
Young America to Hamburg	4.73	35.08
Hamburg to Green Isle	4.28	39.36
Green Isle to Arlington	6 24	45.60
Arlington to Gaylord	8.00	53.60
Gaylord to Winthrop	7.04	60.64
Track has been laid beyond Winthrop Station sufficient to make a total of		62.08

Which closes operations on this line for the season. Much of grading is finished for a distance of ten miles beyond end of track.

In Iowa—S. W. Extension, South of Fort Dodge, Iowa.

Hartford Junction (5¼ miles south of Fort Dodge) to Otho		3.00
Otho to Burnside	5.7	8.7
Burnside to Dayton	6.2	14.9
Dayton to Pilot Mound	7.5	22.4
Pilot Mound to Ogden	8.7	31.1
Ogden to Coattown	12.9	44.0

Track laying on this line will probably be completed by the 15th or 20th inst.

Very respectfully your obedient servant,

WM. RICH,

Chief Engineer.

RAILROAD ACCEPTANCES FILED IN SECRETARY OF STATE'S OFFICE IN 1881.

(For older organizations see Railroad Commissioner's Reports for former years.)

ST. PAUL & SIOUX CITY RAILROAD COMPANY.

May 9, 1881. Accepting act of the Legislature relative to taxation, entitled, "An Act providing for the collection of taxes from the St. Paul, Stillwater & Taylor's Falls Railroad Company and other railroad companies," approved March 10, 1878.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

March 21, 1881. Accepting act of the Legislature entitled, "An Act to confirm the sale of the line of railway of the Southern Minnesota Railway Company, extending from La Crescent on the Mississippi River, in the county of Houston, in a westerly direction to the west line of the State, with a branch thereof to Mankato, and to authorize the Chicago, Milwaukee & St. Paul Railway Company the purchaser thereof, to own and operate the same," approved February 25, 1881.

April 5, 1881. Accepting act of the Legislature of the State of Minnesota, entitled, "An Act to confirm the sale of the line of railway of the Southern Minnesota Railway Company, extending from La Crescent, on the Mississippi River in the county of Houston, in a westerly direction to the west line of the State, with a branch thereof to Mankato, and to authorize the Chicago, Milwaukee & St. Paul Railway Company, the purchaser thereof, to own and operate the same," approved February 25, 1881.

June 8, 1881. Accepting act of the Legislature entitled, "An act to confirm the sale of the line of railway of the Southern Minnesota Raiway Company, extending from La Crescent, on the Mississippi River in the county of Houston, in a westerly direction to the west line of the State, with a branch thereof to Mankato, and to authorize the Chicago, Milwaukee & St. Paul Railway Company, the purchaser thereof, to own and operate the same," approved February 25, 1881.

ST. PAUL, MINNEAPOLIS & MANITOBA RAILROAD COMPANY.

September 13, 1881. Accepting act of the Legislature entitled, "An Act confirming the organization and certain purchases of the St. Paul, Minneapolis & Manitoba Railway Company, and in relation to the charter, powers, franchises and property of said company," approved March 7, 1881.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY.

May 10, 1881. Accepting acts of the Legislature entitled, "An Act to confer upon the Chicago, St. Paul, Minneapolis & Omaha Railway Company the rights, powers, franchises, privileges and immunities, within the State of Minnesota, heretofore conferred upon the Chicago, St. Paul & Minneapolis and West Wisconsin Railway Companies, and to declare the Chicago, St. Paul, Minneapolis & Omaha Railway Company the successor in the State of Minnesota, of the Chicago, St. Paul & Minneapolis and West Wisconsin Railway Companies," approved February 11, A. D. 1881; and

"An act to authorize the Chicago, St. Paul, Minneapolis & Omaha Railway Company to purchase, own and operate the St. Paul & Sioux City Railroad, and its proprietary or connecting roads, and to issue stock and bonds thereon," approved February 11, A. D. 1881; and

"An act to authorize the Chicago, St. Paul Minneapolis & Omaha Railway Company to acquire, construct, maintain and operate railroads in the State of Minnesota," approved February 11, A. D. 1881.

TAYLOR'S FALLS & LAKE SUPERIOR RAILROAD COMPANY.

August 19, 1881. Accept and agree to become subject to the provisions of sections 128 and 129 of chapter 11, on the subject of taxes, of the General Statutes of the State of Minnesota of 1878, and being sections 1 and 2 of chapter 111 of the Special Laws of the State of Minnesota, of the year 1878.

DULUTH & WINNIPEG RAILROAD COMPANY.

November 1, 1881. Accepting act of the Legislature entitled "An Act to transfer the lands granted to the Duluth & Iron Range Railroad Company and other proposes," approved March 9, A. D. 1878.

RAILROAD COMPANIES ORGANIZED UNDER THE GENERAL LAWS, THAT HAVE FILED ARTICLES IN THE OFFICE OF THE SECRETARY OF STATE IN 1881, AND SINCE LAST RAILROAD REPORT.

(For older organizations, see Railroad Commissioner's Reports for former years.)

IOWA CENTRAL AND NORTHWESTERN RAILWAY COMPANY.

Articles filed—November 3, 1880.

Object of corporation—To acquire; construct, equip, maintain and operate a railroad from a point or points on the line of the Central Iowa Railway west, northwest and otherwise, the road to be single or double track, or partly of both, as necessity may require.

Capital—$5,000,000.

Place of Business—Marshalltown, Iowa.

Corporators—D. N. Pickering, Charles Alexander and Isaac M. Cate.

CENTRAL MINNESOTA AND DAKOTA RAILWAY COMPANY.

Articles filed—December 21, 1880.

Object of Corporation—The surveying, locating and operating of a single or double track railway from a point to be hereafter selected and designated in either township numbered 134 or 135, range 34, 35 or 36, west of the fifth principal meridian, State of Minnesota, thence in a westerly direction between the north lines of township numbered 131 and 136, to the west line of the State of Minnesota, and the east line of the Territory of Dakota, thence in a westerly course between parallels numbered 45 and 47 to the James river, thence in a westerly course between parallels numbered 44 and 47, to the west line of the Territory of Dakota.

Capital—$4,800,000.

Place of Business—Saint Paul.

Corporators—Lawson S. Warner, Lucien B. Martin, G. W. P. Bowman, Morris B. Derrick, Russell Y. Waters, Henry Whipple and Treat T. Prosser.

LAKE PARK AND CROOKSTON AIR LINE RAILROAD COMPANY.

Articles filed.—January 19, 1881.

Object of Corporation.—The surveying, locating, building, constructing and operating a single or double track railroad from the town of Lake Park, in Becker county, Minnesota, by the way of the city of Crookston, in the county of Polk, in said State, to a point on the Red river, north of township No. 151; and also a branch of said road from said city of Crookston, in a north easterly direction, on the north side of the Red Lake river, to Thief river, and up the right bank of Thief river, as may be found most convenient, to the north line of township No. 154.

Capital.—$2,000,000.

Place of Business.—Crookston.

Corporators.—Wm. W. Spalding, J. D. Ensign, D. E. Little, C. P. Bailey, M. Mark, T. Holten, M. R. Brown, K. D. Chase, R. Reynolds, Wm. Anglin, M. D. Bailey, P. C. Sletten and John Friedrich.

DULUTH AND VERMILION RAILROAD COMPANY.

Articles filed.—January 28, 1881.

Object of Corporation.—The survey, location and construction of a railroad of the standard guage, on a line, to begin at some convenient point in the city or village of Duluth, in the county of St. Louis, and to extend thence to some convenient point, on or near Vermilion Lake, and thence on to some convenient point, at or near the northern boundary of said State, each of said convenient points to be selected by said corporation; with one or more suitable tracks, or lines of rail.

Capital.—$1,500,000.

Place of Business.—Duluth.

Corporators.—Geo, C. Stone, A. DeGraff, C. A. DeGraff, R. C. Mitchell, Wm. R. Stone, J. E. Knowlton, T. L. Blood.

SAUK CENTER AND NORTHERN RAILWAY COMPANY,

Articles filed—February 23, 1881.

Object of Corporation—The construction, equipment and operation of a railway from Sauk Center, in Stearns county, in the State of Minnesota, northerly to some point on the line of the Northern Pacific Railroad, between Motley and Perham.

Capital—$1,000,000.

Place of Business—Sauk Center.

Corporators—J. V. Browers, C. A. Gilman, E. Sawyer, J. R. Howard, A. Moore.

RED WING AND IOWA RAILWAY COMPANY.

Articles filed—February 23, 1881.

Object of Corporation—The building and operating of a railway, telegraph, telephone, express line or lines from a point at or near the city of Red Wing, in Goodhue county, Minnesota, to some point upon the State line between the States of Iowa and Minnesota.

Capital—$800,000.

Place of Business—Red Wing.

Corporators—S. B. Foot, T. B. Sheldon, C. Betcher, J. S. Hoard, T. K. Simmons, J. C. Pierce, E. W. Brooks, Wm. Howe, G. R. Sterling, and J. M. Hodgman.

MINNEAPOLIS, HUTCHINSON & SOUTHWESTERN RAILWAY COMPANY.

Articles filed—March 8, 1881.

Object of corporation—The building and operating of a railway running from Lake Minnetonka, Hennepin county, State of Minnesota, west to the village of Hutchinson, in McLeod county, Minnesota, thence to the western boundary of the State.

Capital—$1,000,000.

Place of business—Minneapolis.

Corporators—S. G. Anderson, W. J. Ives, J. C. Edson, J. C. Riebe, W. T. Bonniwell, Chas. A. Pillsbury, Chas. S. Hulbert.

MOORHEAD, McCAULEYVILLE & BRECKENRIDGE RAILWAY COMPANY.

Articles filed—March 19, 1881.

Object of corporation—The surveying, locating, building and constructing of a railroad from some point in the city of Moorhead, in the county of Clay, in the State of Minnesota, thence southerly through the town of McCauleyville in the county of Wilkin, to some point at or near the village of Breckenridge, in said county of Wilkin, Minnesota.

Capital—$100,000.

Place of Business—Moorhead.

Corporators—S. G. Comstock, A. A. White, H. A. Bruns, F. J. Burnham, J. Erickson, F. A. Elder, P. H. Lamb, A. Holes, B. F. Mackall, John Thorsgaard, John Kurtz, E. C. Sprague and W. J. Bodkin.

STILLWATER, HASTINGS & ROCHESTER RAILWAY COMPANY.

Articles filed—March 22, 1881.

Object of corporation—The surveying, locating, building and constructing a railroad from some point in the city of Stillwater, county of Washington, State of Minnesota, thence southerly through the city of Hastings, in the county of Dakota, State of Minnesota, to some point at or near the city of Rochester, in the county of Olmsted, in said State.

Capital—$150,000.

Place of business—Hastings.

Corporators—E. Vase, D. E. Eyre, C. H. L. Lange, J. J. Rhodes and J. Yanz.

AUSTIN RAILWAY COMPANY.

Articles filed—May 19, 1881.

Object of corporation—The surveying, locating, building and construction of a single or double track railroad from some point in the present line of the Southern Minnesota Division of the Chicago, Mitwaukee & St. Paul Railroad east of Ramsey, in the county of Mower and State of Minnesota, to intersect the Iowa & Minnesota division of said Chicago, Milwaukee & St. Paul Railroad, north of or at the city of Austin, in said county of Mower.

Capital—$50,000.

Place of business—Austin.

Corporators—O. W. Shaw, W. T. Wilkins, Z. H. Sherwin, E. C. Dorr, H. B. Ball, R. O. Hall, G. Schlender, Ira Jones, W. H. Hollister, C. A. Pooler and F. I. Crane.

THE BRAINERD, ST. PAUL AND GRAND FORKS RAILROAD AND TELEGRAPH COMPANY

Arlicles filed—August 8, 1881.

Object of Corporation—The surveying, locating, constructing, maintaining, using and operating a railroad, with one or more tracks or lines of rail and telegraph line, to commence at some a convenient point in the city of St. Paul, Minnesota, and thence running northerly through Ramsey county, by the most convenient route, to Rice or Traverse lake, in Anoka county, and thence northerly to or near St. Francis, on the Rum river; thence by the nearest direct and feasible route to Princeton, in Mille Lacs county; thence up the Rum river valley, or by the most accessible route to or near the outlet of Mille Lacs lake; thence as near to as may be and up the west shore of said lake, and from thence by the most direct route to Brainerd; thence in a northwesterly direction to the westerly end of Long lake, and between Round and Gull lake, in Cass county; thence in a northwesterly direction, by the most feasible route, to near the north side of Sailor, Fish Hook and Shell lakes, and thence by the most direct and feasible route to the Red Lake river, at or near Crookston, Polk county, and thence along the valley of the Red Lake river, and on the south side, to the western boundary of the State of Minnesota, at or near Grand Forks, in Dakota Territory, with a northeastern branch line by the most direct and feasible route from Princeton to Pine City, in Pine county; also a southwestern branch from Princeton, by the most direct and feasible route to Clearwater, Litchfield, Kandiyohi lakes to or near Beaver and Red Wood Falls, Lake Shetek and Luverne, and thence southerly to the Iowa State line; Also, a southeastern branch line from Princeton, by the most direct and feasible route to the Wisconsin State line at or near Taylers Falls.

Capital—$5,000,000.

Place of Business—Brainerd.

Corporators—C. F. Kindred, B. F. Hartley, C. B. Sleeper, F. B. Thompson, Newton McFadden, C. A. De Graff and B. B. Eaton.

LAKE SUPERIOR & DAKOTA RAILWAY COMPANY.

Articles filed—August 8, 1881.

Object of Corporation—To construct in a direct line, as near as may be consistent with engineering difficulties, and operate a railroad from a point at or in the town of Duluth, county of St. Louis, State of Minnesota, with a branch line to the boundary line between the states of Wisconsin and Minnesota, to a point on the Red River of the North, in the State of Minnesota, north of the eleventh standard parallel; and also to erect and operate a line or lines of telegraph between said terminal points, in connection with such railroads as it may construct.

Capital—$5,000,000.

Place of Business—St. Paul.

Corporators—S. Harbaugh, C. K. Davis, J. H. Stewart, C. W. McIntyre, R. Fairweather, Wm. Auglin, Frank Ives, M. Graves and Charles Lockhart.

ST. PAUL MOTOR AND HORSE RAILWAY COMPANY.

Articles filed—August 18, 1881.

Object of Corporation—The surveying, locating, constructing, owning and operating railway and telegraph lines, with all necessary warehouses, side tracks, turntables, shops and stations, and all other convenient appurtenances to said railways and telegraph lines, from some place at or near some central point within the city of Saint Paul, Minnesota, to some point at or near the Harvester Works, in Ramsey county, Minnesota; also, from some place at or near some central point in the city of St. Paul, to a point at or near Fort Snelling, in the State of Minnesota; also, from some place at or near some central point within the city limits of the city of St. Paul, to such other points and places as shall be designated from time to time by resolution of the Board of Directors.

Capital—$200,000.

Place of Business—St. Paul.

Corporators—A. K. Barnum, R. H. Dougan, H. H. Horton, Walter Hewitt and Thomas L. Kerr.

VERNDALE, SHELL CITY & NORTHERN RAILROAD COMPANY.

Articles filed—August 19, 1881.

Object of corporation—The construction, equipment and operation of a railroad from Verndale, in Wadena county, to Shell City, in said county, in the State of Minnesota, and thence northerly to a point on the north or west boundary of said State, between the ninety-fourth (94th) and the ninety-seventh degrees of longitude.

Capital—$1,000,000.

Place of business—Verndale.

Corporators—C. E. Bullard, C. C. Parker, E. A. Smith, L. Metzger, C. W. Brown, L. W. Farwell, W. T. Applegate, A. C. Seely, A. F. Stewart, A. S. McMillan, J. B. Kelly, F. M. Yoder and S. M. Chandler.

THE LA CROSSE & SOUTHWESTERN RAILWAY COMPANY.

Articles filed—October 7, 1881.

Object of corporation—To survey, locate, construct, maintain, operate and own a railway, with one or more tracks or lines of road and the equipment therefor, with all necessary side tracks and turnouts, etc., from a point on the west bank of the Mississippi River in the county of Houston, and State of Minnesota, opposite the city of La Crosse, in a southwesterly direction toward Omaha, Nebraska and St. Joseph, Missouri, to the north line of the State of Iowa, with such branches, turnouts and lateral lines, as may be found necessary or expedient.

Capital—$800,000.

Place of business—La Crescent.

Corporators—Mons. Anderson, John S. Medary, J. Clarke, C. Michel, A. Hirchheimer, J. J. Hogan, R. Calvert, Wm. A. Roosevelt, B. F. Edwards, Wm. Listman, G. R. Montague, J. McCord, John Ulrich, Gran Steenwyk and C. W. Thompson.

DULUTH & DAKOTA RAILROAD AND TELEGRAPH COMPANY.

Articles filed—October 12, 1881.

Object of corporation—The surveying, locating, building, construction and using of a single or double track railroad and telegraph lines from some point at or near Sauk Center in Stearns county, Minnesota, by the way of the village of Chippewa Falls, in Pope county, Minnesota, and Benson and Appleton in Swift county, Minnesota, to the Western boundary of the State, with a privilege of a branch line by the way of Montevideo in Chippewa county, State of Minnesota, through Lac qui Parle county, State of Minnesota, to the western boundary of the State.

Capital—$2,000,000.

Place of business—Benson.

Corporators—A. W. Lathrop, D. D. Robinson, Frank M. Thornton, H. W. Stone, W. A. Foland, Z. B. Clarke, M. Hoban, Lane K. Stone, Wm. Moses and Ole Peterson.

MINNEAPOLIS, PERHAM AND MANITOBA AIR LINE RAILROAD COMPANY.

Articles filed.—November 7, 1881.

Object of Corporation.—The surveying, locating, building, construction and operating of a railroad and telegraph line from some point on the St. Paul, Minneapolis & Manitoba railroad, between the towns of St. Cloud, in Stearns county, Minn., and Alexandria, in Douglas county, Minn., by way of Perham, in Otter Tail county, thence to the Red Lake river, crossing the same at some point between Crookston and the Red Lake Indian Reservation, and thence to the northern boundary of the State of Minnesota, striking the same at a point between the Red River of the North, and a point fifty miles east of said Red River.

Capital.—$3,000,000.

Place of Business.—Perham.

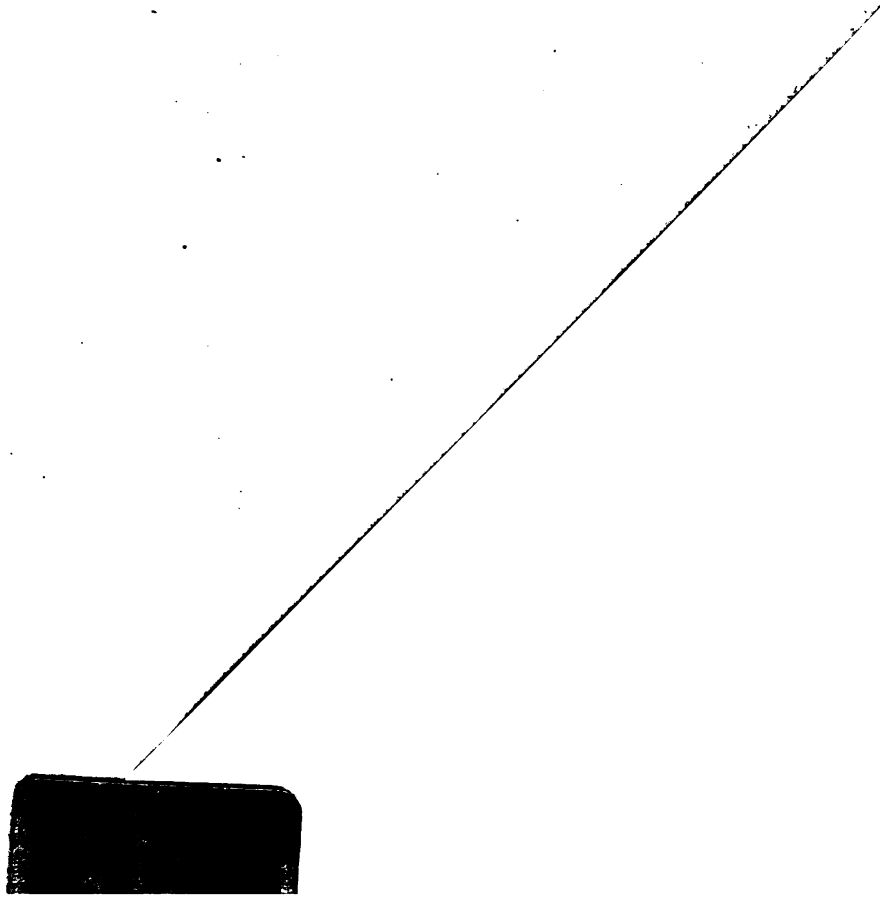
Corporators.—A. McCrea, F. J. Rothpletz, C. H. Tuesley, P. Schroeder, W. S. Hurst, S. Butler, S. Caughey, H. Kemper and D. Newcomb.

MINNEAPOLIS UNION RAILWAY COMPANY.

Articles filed—December 1, 1881.

Object of Corporation—To construct, maintain, own and operate a line of railway with one or more tracks from a point in the Union Stock Yard, in the county of Ramsey, in said State of Minnesota, and on the southwest quarter of the southwest quarter of section 19, in township 29, of range 23, in a westerly direction to the easterly bank of the Mississippi river, at a point in the said city of Minneapolis, nearly opposite the lower end of Hennepin island, in said river; thence across the said river, by means of one or more bridges, and thence on the westerly side of said river, in a northwesterly direction, by the most feasible route, to a point in block nine of Minneapolis proper, in said city, with a branch commencing in said railway on the easterly side of said river, at or near the street known as Eleventh Avenue Southeast, in said city, and extending in a northwesterly direction between Second street and the said river, and on or near Main street, till it crosses the street known as Third Avenue Northeast, in said city, and thence in a northerly direction to a connection with the line of railroad known as the Branch line of the St. Paul & Pacific Railway Company, at some point within the said county of Hennepin, northerly of said Third Avenue Northeast.

Capital—$1,000,000.

Place of Business—Minneapolis.

Corporators—J. J. Hill, A. Manvel, E. Sawyer, R. B. Galusha, W. S. Alexander, C. A. Pillsbury and R. C. Benton.